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In this issue: CORRIDOR CRASH Details, photos, comment

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edited / DAVID P. MORGAN

NEWS & EDITORIAL COMMENT

THE CORRIDOR COLLISION

Gary L. Sullivan.

WILL the crash at Chase be remembered longest for the sheer speed of the *Colonial*?

AS is our wont, we will postpone a definitive critique on the Northeast Corridor collision between Amtrak train 94 and a light engine movement of Conrail on January 4, 1987, pending issuance of the National Transportation Safety Board report. However, general observations are in order because of the nature of this crash in terms of fatalities and injuries, location, and circumstances (coverage on pages 18D-21).

To wit:

- Unlike air, highway, or water disasters, this one occurred between self-steering vehicles operating on an exclusive right of way. This was not an instance of a motorist veering across a median into the path of an oncoming Greyhound. This was not an example of a private pilot invading air space granted to a 757. These were not ships intersecting on a pathless ocean. Moreover, this was not on a so-called dark railroad with converging trains separated on the strength of written or oral rules and orders, nor was it on a railroad whose lineside visual signals could have been obscured by weather. Instead, the control compartments of both locomotives were fitted with cab signals which anticipate and repeat in miniature the indications of lineside signals; and one train had equipment which automatically applies the brakes if such signals are ignored. As it developed (and predictably, as one Federal investigator added), the rail system was not fail-safe. The system allowed a train moving 60 mph to enter the path of a train moving in excess of 100 mph.
- The crash was a high-profile event . . . a passenger-train wreck with fatalities in populous territory on a railroad singled out in the new Presidential budget—and on a slow-news day. Many people ride trains because they are afraid to fly. The Northeast Corridor is Amtrak's pride and joy, the track on which it is landlord instead of tenant, and the fastest track in North America—the U.S. response, however imperfect, to Britain's HST, France's TGV, and Japan's Shinkansen. And the Corridor is where train travel is still socially acceptable and still heavily patronized. (How long, one wonders, would an Amtrak/freight sideswipe with a similar toll in Moapa, Nev., or Crestline, O., have occupied the front pages of the New York *Times*, Philadelphia *Inquirer*, Baltimore *Sun*, and Washington *Post*?)
- The human toll was grievous—but low in the context of the passenger count, speed, type of wreck, and airline runway or mid-air collisions. The Amfleet cars' stainless-steel construction, buffing strength, and tightlock couplers protected all but the occupants of the forward-most cars. In reaction to the inevitable question about the death of the engineer—could he have survived aboard a GG1?—apologists will note elimination of the grade crossings which prompted Pennsy to retrofit many box-cab P5 electrics with long noses not incorporated into AEM7's.
- In the accident's aftermath, our long-term Professional Iconoclast columnist, John G. Kneiling, declared the crash a prima facie case for automation, *i.e.*, a truly fail-safe sys-

Trains

EDITOR / PUBLISHER: DAVID P. MORGAN
MANAGING EDITOR: J. DAVID INGLES
PRODUCTION EDITOR: NANCY L. BARTOL
EDITORIAL SECRETARY: ELLEN R. MLADA
LIBRARY / FILES: GEORGE H. DRURY
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CREW CHANGE

THE press release will read something like this: "David P. Morgan, 60, is retiring as Editor of TRAINS effective with the July 1987 issue. He will be succeeded by Managing Editor J. David Ingles, 46. Morgan will be available thereafter to Kalmbach Publishing Co. as a consultant/contributor." I'll share a few words later on the transition, but I wanted you to know first because my work here over the past 39 years has been made possible by your support and patience. No editor has enjoyed a more faithful audience. What is important now is that the throttle of the founder's favorite magazine will be in good and knowledgeable hands. Accord Ingles the help, goodwill, and criticism accorded me, and green blocks are ahead for TRAINS.—D.P.M.

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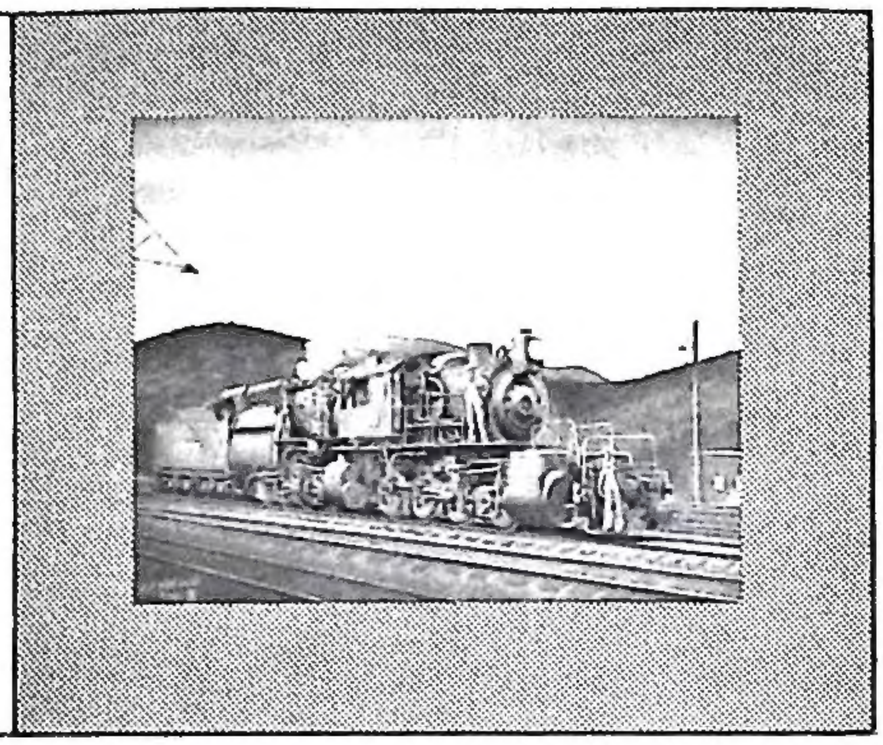

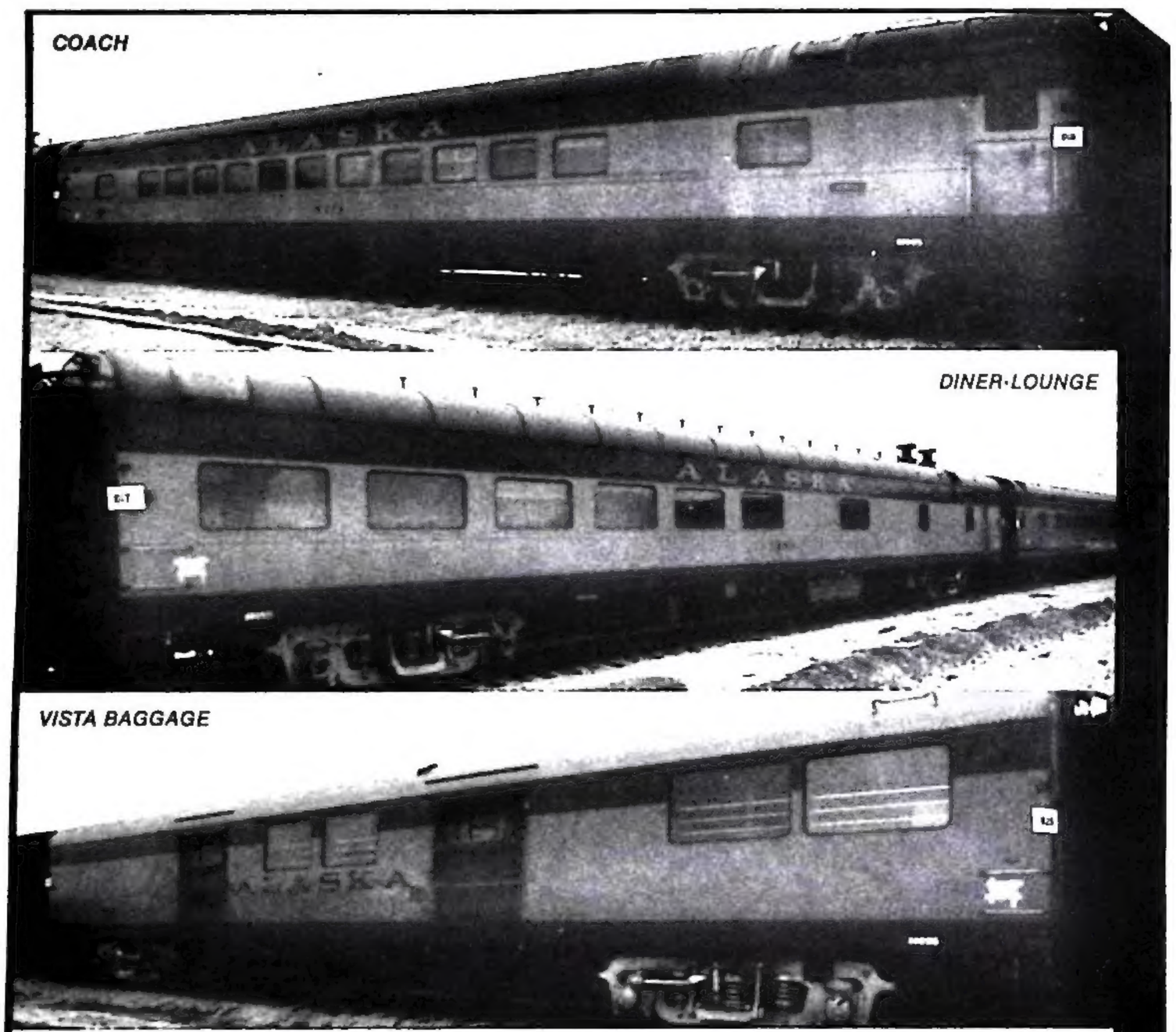

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tem in which the worst result of a breakdown would be all trains stopping. Presumably automation's cost-effectiveness would be helped by labor savings. Presumably too, non-Amtrak freight engines, switchers, and commuter equipment could be placed in an automation mode while on Amtrak track. The sticky aspect of hands-off transportation—steering—is built-in. And what more logical mainline setting for automation exists than the Corridor?

• The collision recalled and rendered prophetic for editorialists of the Baltimore *Evening Sun* and Delaware County *Sunday Times* reservations expressed by W. Graham Claytor Jr. about the mix of passenger and freight traffic in the Corridor. When he was president of the Southern Railway in 1973, Claytor looked at the Corridor and declared: "It is dangerous for ultra-high-speed passenger trains to be running along on close clearances with 150-car freight trains going 60 mph," adding that "Things will get worse rather than better if the plans that have been announced in many quarters to increase the number of Metroliners and speed them up to maybe 150 mph are followed" [page 8, August 1973 TRAINS]. After he took over Amtrak, Claytor was asked in 1985 if there was anything about the Corridor that kept him awake at night [page 51, March 1985 TRAINS]. "I get my sleep," he replied, "but I'm still concerned that we run through freights on the Corridor." But the Conrail train was a light engine move, not a freight per se, and passenger trains can tangle in multiple-track territory. On December 16, 1943, near Buie, N.C., tardy flagging allowed a northbound *Tamiami Champion* rolling at nearly 80 mph to sideswipe a southbound *Tamiami Champion* that had derailed and fouled an opposing main in double-track territory on the Atlantic Coast Line, with a toll of 72 dead; and 9 died near Monica, Ill., July 6, 1950, when a brake assembly fell off a *Kansas City Chief* moving 70 mph and was struck by an *El Capitan* which was overtaking it on double track at 90 mph on the Santa Fe. Still, in defense of Claytor, even if not germane to the crash at Chase, Md., freights tend to be longer and slower than passenger consists, subject to different dynamic forces (*e.g.*, slack), composed of a variety of interchange equipment, and more difficult to brake.

• Congress, not to mention Federal regulators, will presumably ponder stricter enforcement of alcohol/drug bans and equipment standards (the Conrail crew allegedly had used marijuana and accepted diesels with a taped warning whistle and inadequate radio); separation of passenger and freight traffic in the Corridor; commonality of safety equipment on motive power using common main lines (item: Amtrak's orange Geeps in work-train service in the Corridor lack speed control); Federal licensing of enginemen, dispatchers, and towermen/operators; and seat-belt/luggage restraints in passenger cars.

Perhaps the crash at Chase on a sunny Sunday afternoon will be remembered longest for its sheer speed, namely a passenger train running 128 mph when its engineer saw his track occupied and was able to slow to only 105 mph in emergency at the point of impact. For more than half a century, speed in that range was something credited to a single dash of a Pennsylvania 4-4-2 across 3 miles of Ohio in 1905 rather than in

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hundreds of daily train-miles. Twenty years ago aerospace engineer Jerome Lederer worried about passenger survivability in wrecks of trains exceeding 100 mph [page 14, August 1966 TRAINS]. He was concerned about aerodynamic pressures on passing trains with closing speeds up to 300 mph, vandalism by rock-throwers, and the effect of vibration on the engineer's ability to read signals and instruments. "Transport aircraft have undergone controlled-test crashes at speeds at which trains will cruise and roll off the track. Anthrophematic dummies, fully instrumented with accelerometers, have been used to determine the forces on and motions of occupants of the cabins," he said, and suggested such tests for trains. Subsequently, Amtrak's next-generation equipment did indeed "roll off the track" on several occasions, though in service rather than in tests, finally on January 4, 1987, in a catastrophe the cause of which Lederer had not forecast.

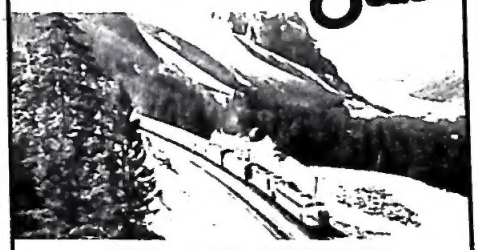
Would Harriman have believed it?

What we know today as Southern Pacific began in 1862 as the Central Pacific, the California-Utah leg of the first transcontinental, right? And Edward H. Harriman really purchased SP in 1900 to get his hands on CP to give his Union Pacific access to California, right? And George Gould bankrupted his Rio Grande getting money to build Western Pacific by 1909 to break that Overland Route monopoly, right? Right on all counts.

Harriman died in 1909.

In 1987 Union Pacific reaches the San Francisco Bay Area over Western Pacific, and Southern Pacific is owned by Santa Fe Southern Pacific Corporation, now trying to persuade the Interstate Commerce Commission to reverse its rejection of the merger of subsidiaries SP and AT&SF. Toward that end, a definitive agreement has been signed with Rio Grande to resolve its objections to an SP&SF rail merger. In the event of ICC approval and merger consummation, the D&RGW would exclusively lease SP's Ogden (Utah)-Roseville (Calif.) Overland Route

CP Laggan Sub



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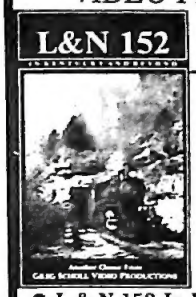

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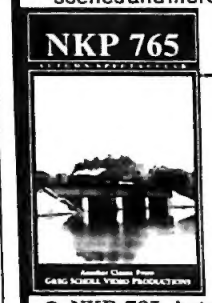

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main and its presently mothballed Modoc Line connection between Weso, Nev., and Klamath Falls, Ore., for 50 years (with an option to extend that lease another 50 years within 10 years or to cancel with 6 months' notice at the end of any year). Repeat, *exclusive lease*, which is to say the Grande would be running the legendary high iron over Donner Pass and across Great Salt Lake. (Come to think of it, what better railroad to replace an Espee in inhospitable terrain than a D&RGW?) The D&RGW would also receive trackage rights between Klamath Falls and Portland, Ore.; Roseville and Bakersfield, Calif.; and Roseville and Oakland, as well as ratemaking access to Los Angeles from Bakersfield.

Now, Mr. Harriman would have understood an SP&SF, and given his druthers he would have hired Chico—but could he have ever imagined giving up Central Pacific to Rio Grande to make it possible?

Another shop citadel falls

Livingston, West Milwaukee, Reading, Paducah, West Albany, Sayre, Nashville, Scranton, Hillyard, Mt. Clare, Sedalia—one by one, the great locomotive shop complexes have been falling under the wrecking ball swung by dieselization and merger, following their commercial kin at Schenectady, Eddystone, and Lima into history. Even though off-limits for the public, these facilities were as emblematic of the railroad mission as their more storied Grand Central contemporaries.

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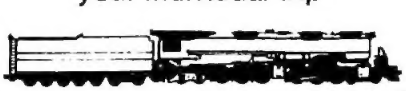

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many for the maintenance of the system's 3518 diesels. The Waycross shop is new; Huntington has assembly-line facilities in a single structure and enjoys a central location. So South Louisville Shops is being closed, 800 of its 916 employees subject to transfer or retirement by early 1988.

From 1905—when opened by Louisville & Nashville—onward, the 35-building, 50-acre, $2.4 million shops seemed as much a part of the city as the Ohio River, employing as many as 4200 workers to maintain the rolling stock of a 5645-mile railroad. South Louisville's original forte was locomotive construction: 400 brand-new 4-6-2's, 0-8-0's, 2-8-0's, and 2-8-2's during the years 1905-1921. Which almost equaled in quantity if not Mallet size the 447 steam engines built by N&W's Roanoke Shops. Long after its conversion to bilingual 567/244 diesel work, the shops found space in 1962 for one last sentimental steam overhaul—of a tiny Rogers 4-4-0, Western & Atlantic No. 3, the *General*.

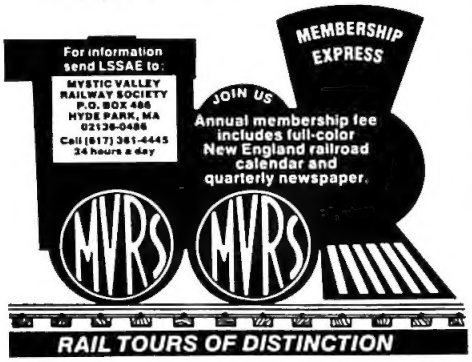
When small is swell

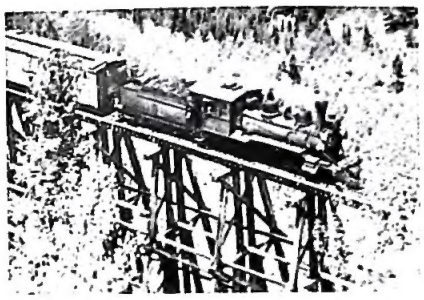
Spinoff, streamlining, downsizing, retrenchment, core systems . . . by whatever name, it's the name of the game for Class 1's in the late 1980's.

CSX, in the vanguard of the megamerger dieters, is talking of cutting its 24,821 route-miles to 17,000 by 1988. That is approximately the size of its former Seaboard System component.

Chicago & North Western, down to 6300 miles from a high of 11,523 miles in 1968, is talking with L. B. Foster (of Gulf & Mississippi and Dakota, Minnesota & Eastern setups) about taking title to 333 miles extend-

MYSTIC VALLEY RAILWAY SOCIETY





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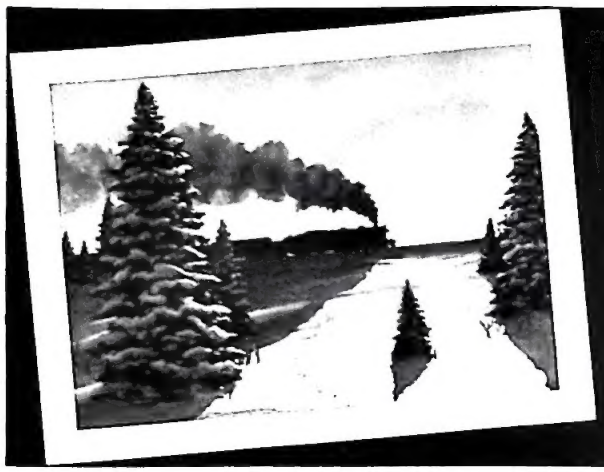

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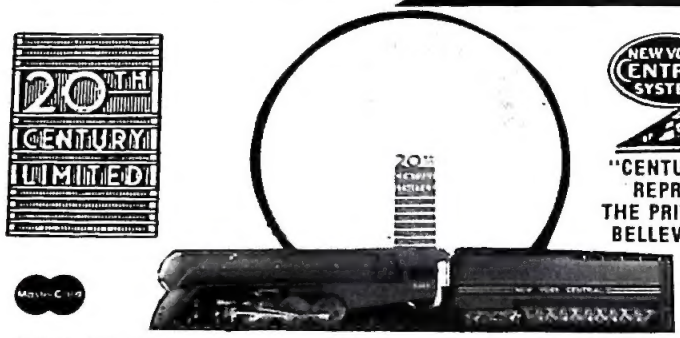

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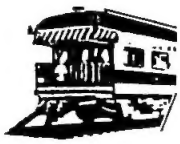

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ing from Green Bay to Wausau, Wis., and Ishpeming, Mich., in iron-ore country. Asking price: in excess of $50 million plus assumption of $9 million of C&NW debt.

Soo Line is the latest road to take a pretax quarterly charge ($73 million) to write off costs of trimming 800 jobs and 5200 freight cars. Soo is looking for a buyer for its 2000-mile "stand-alone" Lake States Transportation segregation of lightly trafficked lines in Wisconsin and Upper Michigan (including Soo's former Twin Cities-Chicago main). Soo conceded failure to "substantially lower transportation costs in the light density environment." Item: Soo wants to vacate the retarder-yard portion of its ex-Milwaukee facility at Bensenville, Ill., on the perimeter of O'Hare Airport in favor of using the Belt Railway Company of Chicago's Clearing Yard and/or its jointly owned (with Conrail) Indiana Harbor Belt's Blue Island yard.

The one novel twist in this small-is-better trend is provided by Kansas City Southern which, like other roads, is taking a one-time "excess capacity adjustments" writeoff to—are you ready for this?—improve its balance sheet for a bid on Southern Pacific. However tenuous is the idea of a 1627-mile railroad talking about takeover of a 11,957-mile system, the concept is not without precedent (the Van Sweringen brothers, Oris and Mantis, parlayed purchase of Nickel Plate in 1916 into possession of an Alleghany Corporation conglomerate of Chesapeake & Ohio, Chicago & Eastern Illinois, Erie, Missouri Pacific, and Pere Marquette). Also, the KCS maneuver reflects an uncommon faith in railroading for a firm that had diversified into pharmaceuticals, real estate, and telecommunications.

Miscellany

At the start of a 1987 in which Santa Fe called out a rotary to deal with snow-clogged sidings in New Mexico, this was news:

☐ It is of no consequence to this magazine that Piedmont Aviation's Piedmont Airlines blossomed in the wake of airline deregulation, operates the world's largest fleet

Continued on page 17

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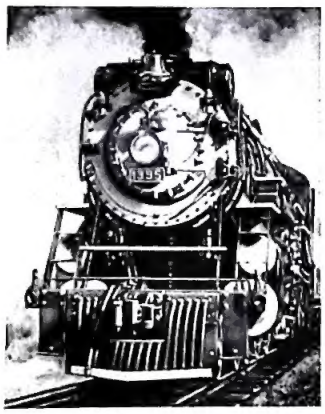

This original painting was last seen in the NRHS room of the B&O station in Philadelphia in 1950. The artist's name is Smith. If you know where this painting is now, please contact:

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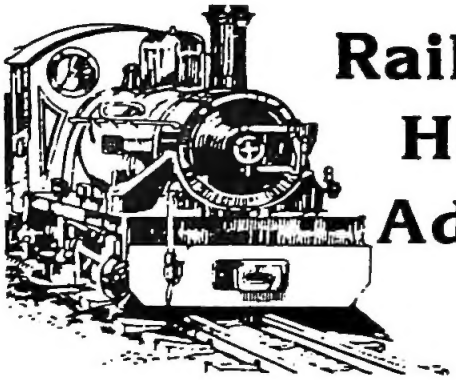

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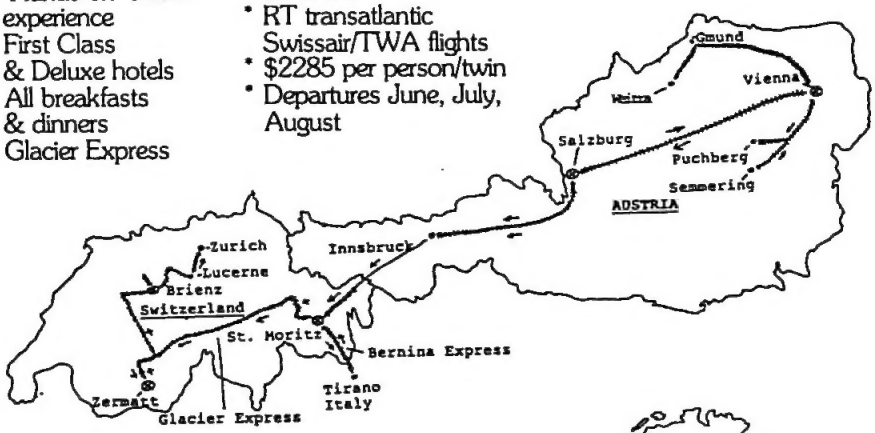

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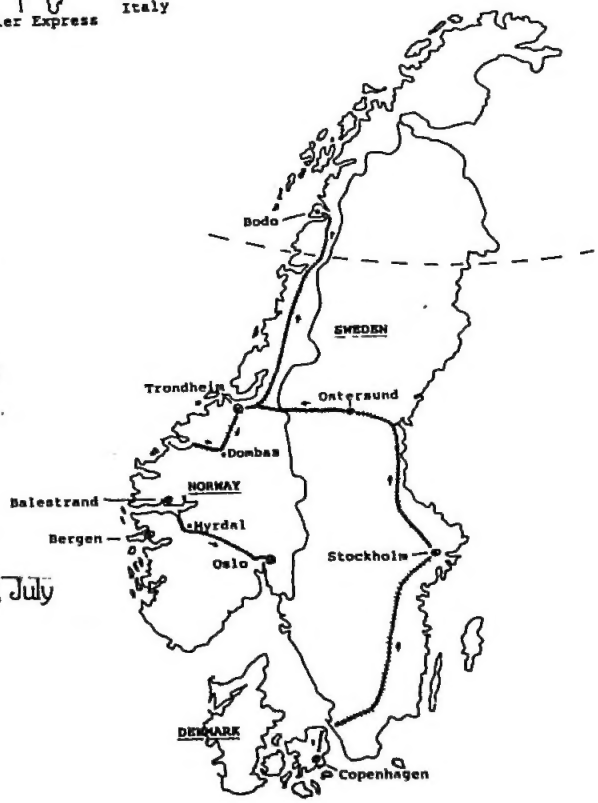

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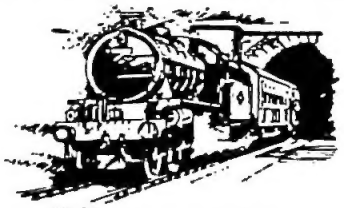
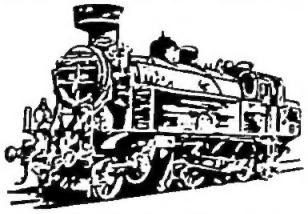


20 Days July 1

A delightful mix of modern and vintage railway operation in the UK. National Railway Museum in York, narrow gauge steam lines in Wales, Blackpool trams, Isle of Man steam and electrics, Kyle of Lochalsh, 125 mph HST, dinners on BR Pullmans, BR mainline steam trip London to Stratford, museum visits, shop tours, riding and time for photography.

AUSTRIAN RAILS



17 Days September 18

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ARRIVALS & DEPARTURES

edited / J. DAVID INGLES

RAILS THROUGH CHICAGO: **Burlington Northern** and **Conrail** jointly claimed first coast-to-coast double-stack container move January 15-20, 1987, without "roading" across Chicago, from Seattle to Croxton, N.J., said it cut two days off transcontinental transit time. Train averaged between 21 and 25 mph for the six-day, 3000-mile trip.

* * *

CAN YOU HIDE AN MX?: The Reagan Administration will ask Congress for money to buy 25 trains, consisting of a locomotive, two missile cars, and a control car, to house 50 MX nuclear missiles. Trains, whose missile cars would look like ordinary freight cars, would stay on military bases except in times of crisis, when they would travel on the railroad network to avoid detection by enemy satellites. That's fine—but could you keep their moves secret from the railroad enthusiast network?

* * *

PASSENGER POINTS: Strike on New York's **Long Island Rail Road** forced commuters to alternate transportation from Sunday, January 18, 1986, until Congress intervened at the end of the month, imposing a 60-day cooling-off period. . . . . **SEPTA** rear-end collision in Philadelphia's Suburban Station injured 42 people, one seriously, December 10, 1986, when one-car airport train, M.U. 231, struck four-car Chestnut Hill train as it was loading passengers. . . . Full service was restored to **SEPTA**'s Norristown High Speed Line [pages 22-23, November 1986 TRAINS; page 13, January 1987], the old Philadelphia & Western, December 22, 1986, after a 4½-month hiatus, thanks to purchase of six sets of Chicago Transit Authority 6000-series cars to help the remaining Brill Bullets and 160-series "Straffords." Funding uncertainty is holding up bid-opening on 26 new cars for line. One of 42 people injured in SEPTA's August 23, 1986, accident at 69th Street Terminal died December 29. . . . **Amtrak** has equipped the two *San Joaquin* trains in California with Superliner and hilevel cars. . . . As 1987 began, **NJ Transit** still operated two trains of steam-heated coaches on the North Jersey Coast Line to Bay Head, powered by GP40P's or two or three E8's. . . . **Metro-North** has ordered 23 Shoreliner coaches from Bombardier for $21.4 million, to go with the current 39 cars (they're diesel-hauled) on the Hudson, Pascack Valley, and Port Jervis lines. . . . **Bombardier** has acquired Pullman Technology, owner of all Pullman-Standard rolling-stock designs. Bombardier already had licenses for push-pull commuter cars and Superliners. . . . Chicago Pacific Corp., successor to the Rock Island, wants to push Chicago **Metra** commuters two blocks south to a new facility on Polk Street, to enable real-estate development on old La Salle Street Station site. Metra, already forced a block south from Van Buren (CTA elevated access) to Congress, wants to stay put.

* * *

THANKFUL IT'S OVER: Formalizing a practice for Thanksgiving, its heaviest-traffic weekend, **Amtrak** issued special "Thanksgiving Holiday Service" timetable in Northeast Corridor for November 25-30, 1986. For Sunday after, November 29, always heaviest day of year, Amtrak used borrowed equipment including MBTA (Boston) push-pull F40 trains, Boston-New Haven; SEPTA (Philadelphia) electric M.U.'s and MARC (Maryland) coaches (and an AEM7) for New York-Washington; and Metro-North FL9's and coaches for New York-Albany.

* * *

LOCOMOTIVE NOTES: Since it acquired ex-C&NW F7A's 409 and 413 from Rails Diversified [page 13, January 1987 TRAINS], **Maryland Midland** sold its two ex-MILW F's to Steamtown. . . . **Union Pacific** may or may not be in its last year of public steam excursions, but it has reduced its passenger-car fleet (5 coaches, 2 baggage cars, 1 lounge for fan trips), so ticket prices have gone up drastically. Rocky Mountain Railroad Club will have 4-6+6-4 3985, Cheyenne-Laramie, Wyo., May 24, 1987 ($165), and Intermountain Chapter NRHS 4-8-4 8444, Denver-Laramie October 3 ($185). Even at those prices, trips no doubt will sell out.

* * *

SHORT STUFF: The **Genesee & Wyoming** family [pages 18-19, March 1987 TRAINS] is expanding to four railroads with addition of **Louisiana & Delta**, 92 miles' worth of six ex-Southern Pacific branches joined by 74 miles of SP mainline trackage rights between New Iberia and Thibodaux Junction (Shriever), La. . . . Pending regulatory approval, Commonwealth Edison will sell its profitable **Chicago & Illinois Midland** for $28 million to Illinois Midland Transportation, an investor

group. . . . . TTI Systems, operator of **Trans-Kentucky Transportation** rail line on former L&N Paris-Maysville (Ky.) branch, has been sold to Transco Coal Co. Diesel enthusiasts know road for its Baldwin switchers and ex-Rock Island GE U28B/slug road power. . . . **Iowa Terminal**, "last of the steam-road trolleys" in the Midwest [pages 48-55, April 1986 TRAINS], has sold its diesel-powered Charles City division to connection **Cedar Valley**, is struggling over price of sale of 10-mile electric Mason City division to group who have formed new Iowa Traction and would preserve the juice operation.

* * *

CAR COUNT: Watch for white, 60-foot-long, single-dome tank cars with CORX reporting marks—they're full of **Coors** beer, 132 Union Tank Car insulated 20,000-gallon cars to haul the stuff brewed with Rocky Mountain Spring Water from Golden, Colo., to the new Coors facility at Elkton, Va., for eastern distribution.

* * *

IOWA ITEM: **Iowa Northern**'s entire ex-Rock Island right of way from Manly to Cedar Rapids will be upgraded with $5 million of highway money as part of a relocation plan in Waterloo making U.S. 218 through the city an expressway and putting IANR trains on **Chicago, Central & Pacific** (former IC) through town. Plan also isolates **North Western**'s Waterloo-Oelwein line (ex-Great Western), and C&NW will use car haulage contract with IANR for access, hence the upgrading for both IANR's and C&NW's benefit.

* * *

NEVADA NICETY: Thanks to Kennecott Minerals Corporation, the **Nevada Northern**, in limbo since 1983 shutdown of McGill copper smelter, is a living museum. Kennecott donated the East Ely depot/HQ/dispatcher's office, complete with furnishings and records, and the NN freight house to White Pine County Historical Railroad Foundation. To this has been added 4-6-0 40 (Baldwin 1910), recently steamed [page 17, January 1987 TRAINS] and scheduled to operate several weekends in 1987, a 20-ton GE diesel, four passenger cars, a caboose, and a snowplow.

* * *

NEW ENERGY: Further in the quest for alternate locomotive fuels, **Norfolk Southern** has put up $1 million to develop advanced coal-fueled gas-turbine system, for which Department of Energy awarded $15 million, 5-year contract to General Electric's Marine & Industrial Engines Division in Cincinnati. GE will build a full-scale combustor (burns coal-water mixture) to be tested in 1991 in a GE LM500 gas generator, which develops 5000 shaft h.p., now used in ship and pipeline applications.

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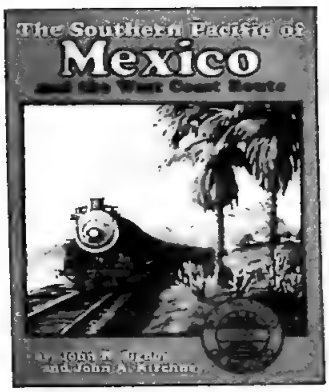

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Daniel Dorko.

SEA-LAND container trains on the Chicago-New York run via the CSX-Guilford-Susquehanna route made news recently as they forwarded ex-Santa Fe SD26 diesels eastward (above) and detoured over Conrail's former West Shore line (below). To ease power shortage from high bad-order ratio, Guilford bought all 35 remaining serviceable Santa Fe SD26's (rebuilt SD24's) in the name of tiny Vermont subsidiary Springfield Terminal—hence the ST initials on the cab—which Guilford is utilizing to operate several Boston & Maine and Maine Central branch lines with reduced train crews. The 2600 h.p. C-C's, passing Sterling Tower at Ravenna, O., December 21, 1986, on CSX (B&O), likely will never tread rails operated by ST. Detour pictured below at Bear Mountain highway bridge over the Hudson River at 12:38 p.m., January 5, 1987, was occasioned by derailment of CR's BUOI at Callicoon, N.Y. Susquehanna detoured SLN-4 from Binghamton to Utica, thence on CR via Selkirk and Croxton to Passaic Junction. CR called it NTV-4; power was all ex-BN: SD45 6366, F45's 6640/6370.

RAILROAD NEWS PHOTOS

Robert R. Malinoski.

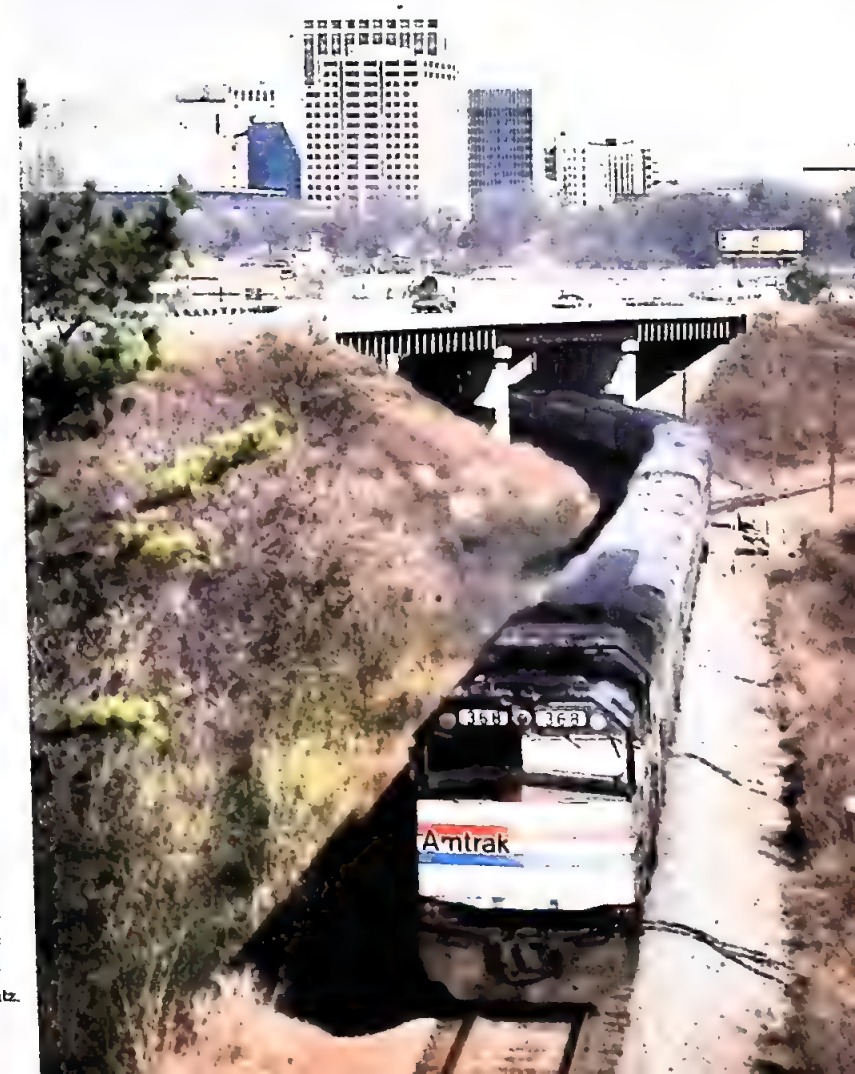
Charles S. Streetman.

Charles S. Streetman.

ALSO SHORT of motive power, from selling off units to new regional roads plus a high bad-order ratio, was Illinois Central Gulf, which after leasing and returning 9 SD45's to Norfolk Southern, turned to dealer Helm Leasing for 13 ex-Missouri Pacific SD40's and 5 SD40A's formerly on ICG's own roster. Above, Inland Steel hopper train heads south at University Park, Ill., December 22, 1986, with ICG 6024/-GM&O 902/Helm 5084 (ex-MP 3004). At Woodcrest (Ill.) terminal December 20 (left) were Helm 5019 and 5088, ex-IC 6019 and MP 3088.

K. Isbell.

IN STEAM: After 19 months of work, Norfolk & Western A class 2-6+6-4 1218 underwent its first steam test in the rain Thursday, January 15, 1987, at the Norfolk Southern steam shop in Birmingham, Ala. The A is expected to debut this spring and be the star of the NRHS national convention in Roanoke, Va., July 29-August 2.



AMTRAK'S *Silver Star* is a wrong-way Corrigan to many passengers at its new Cabarrus Street station stop in Raleigh, N.C., on the Southern Railway, for to effect its new connection over SR between CSX lines in the capital (Seaboard) and Selma, N.C. (Atlantic Coast Line), the northbound train heads *southeast* out of Raleigh, as here in December 1986. Short Raleigh platform requires double-stopping.

Doug Koontz.

Bill Phillips.

COLOR on the Katy: With absorption into Union Pacific on the horizon, Katy has stopped repainting diesels, as evident on the northbound Chico Turn at Newark, Tex., December 31, 1986, with GP's in four color schemes on the point. From front: 337, ex-ICG GP38AC; 207, original MKT GP40; 388, former Kennecott GP39-2; and an ex-Conrail GP38 or 40.

Chuck Frey.

RAILROAD NEWS PHOTOS

MIXING IT UP: CSX not only has a common color scheme for diesels, it now is mixing Chessie and Seaboard power, notably by transferring the Chessie GE's to Waycross, Ga., for maintenance and Seaboard EMD's north. Consist entering C&O's Walbridge Yard south of Toledo, O., October 21, 1986: C&O SD40 7526 painted for Chessie System, Seaboard C30-7 7037 for Family Lines, C&O GP9 6148 in old blue, gray SBD C30-7 7225, and a GP40 in Seaboard Coast Line black.

David Harris.

PERFECT illustration of why Union Pacific had to renumber road diesels after the MoPac merger are these rear units on a train at Coffeyville, Kans., March 27, 1986—SD40-2's of common ownership, albeit in different paint, numbered 3314. MP unit should now be 4314.

Jim Wrinn.

IN STYLE: To return to Florida from private car owners' convention [pages 20-21, January 1987 TRAINS] in Milwaukee, business cars L&N 364 *Ohio River* and Southern 9, flanking Pullman *Clover Colony*, traveled on Amtrak to St. Louis, then as special train on Southern behind FP7's 3499/3496 to Raleigh, N.C. Above, the special nears Advance, N.C., October 19, en route to Winston-Salem.

Bob Moore.

WASHINGTON CENTRAL, new 250-mile carrier on former BN between Kennewick and Ellensburg, Wash., plus branches [page 12, January 1987 TRAINS], has two GP9's and four switchers painted by Tacoma dealer Coast Engine and Equipment (CEECO) in a BN-like scheme of red, with an emblem similar to NFL Seattle Seahawks'.

SHADES of the *Land O'Corn*: For Monroe (Wis.) shippers, Wisconsin & Calumet laid on four Golden Arrow cars painted in Illinois Central colors on Monroe-Freeport (Ill.) freight December 5, 1986. WICT GP7 was built for NYC, saw duty on Oklahoma short lines.

Larry Hamilton.

SHADES of the *City* Streamliners: To mark its second anniversary, Iowa Interstate borrowed UP business cars for private trains between Council Bluffs, Ia., and Rock Island, Ill. On November 22, 1986, GP10's 57/71 neared Kellogg, Ia.—strictly *Rocket* territory.

Dan McDermott.

Dan Pope.

BURLINGTON NORTHERN Chicago commuter trains have a new terminal in Aurora, Ill., west of the main line next to the historic CB&Q roundhouse being renovated, and have vacated the old station across downtown to the southwest.

Michael D. Fogelsinger.

RAILROAD NEWS PHOTOS

IN the same spirit as the Delaware & Hudson "I Love New York" box cars (whose overhaul was partially state-funded), Detroit & Mackinac XF 50-footer 2463 has the Wolverine State's tourist slogan "Yes M!CH!GAN."

Charles R. R. Baden.

REPAINTED cabooses in the era of their phaseout: Santa Fe 999088 [page 14, August 1986 TRAINS] was not the only caboose repainted for the expected Southern Pacific merger—so was SP 4726, photographed at Dolores Yard in Los Angeles November 18, 1986.

Kevin Ryan.

SOO LINE applied experimental red paint to a box car and inspection caboose [page 13, August 1986 TRAINS], now has painted in a darker shade freight caboose 81, which was on the rear of eastbound train 200 at Medary, Wis., near La Crosse, on January 30, 1987.

Continued from page 6

of Boeing 737's, and now plans to fly Charlotte-London. What remains Piedmont pertinent to TRAINS is that Norfolk Southern owns 19.4 per cent of the Winston-Salem, N.C.-based airline and is now considering a majority ownership. Unlike North American Van Lines, which NS owns, the air carrier offers the railroad no intermodal tie-in. But it would be a place to invest that billion dollars plus NS saved when it pulled out of the bidding for Conrail.

☐ Carbuilders worked at only 14 per cent of capacity in 1986, delivering 11,903 freight cars including 95 rebuilds. As recently as 1979, they turned out 95,650 new and 882 rebuilt cars.

☐ There's a new mouthpiece for spinoffs of Class 1 carriers which aim through low-cost, locally managed operation to make money where the big guys can't and in consequence offer "a very positive alternative to rail line abandonment." It's RRA—Regional Railroads of America—but the 29 incorporating Class 2 and 3 members range from newcomers Chicago, Central & Pacific and Gulf & Mississippi to old standbys like Bangor & Aroostook, Long Island, and Pittsburgh & Lake Erie. The American Short Line Railroad Association welcomed the arrival of RRA on grounds that the cause of their common membership needs all the help it can get.

Quotes of the month

"I personally am not a believer that you're likely to see a transcontinental rail-

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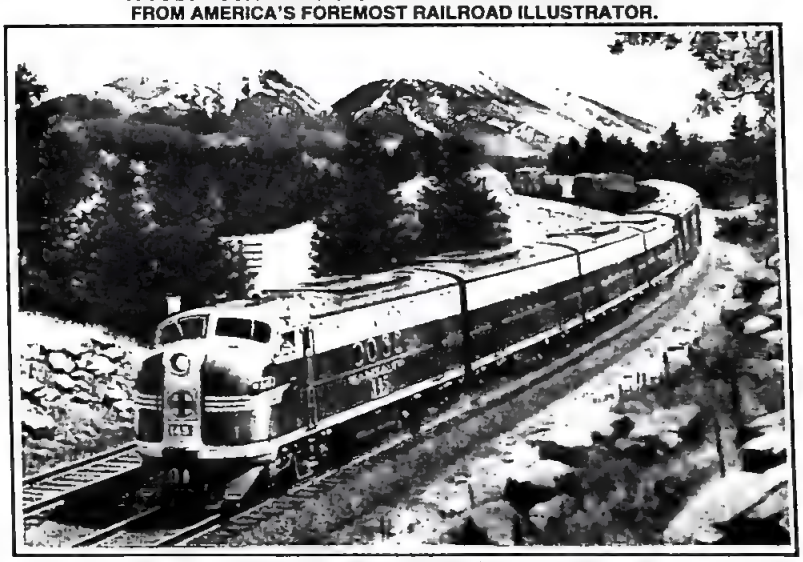

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road, at least while Conrail is still standing up straight, but I won't give you any prediction as to how long that will happen. . . . Three reasons: first, if you really look at traffic flows and traffic trends in this country, the traffic doesn't generally flow coast-to-coast, except some of the intermodal, double-stacked stuff and that, at this point, is not profitable enough to drive a Class 1 transcontinental merger. Second reason is that mergers don't usually occur where all carriers are stable and profitable. They only occur when people have to merge in order to change their economics or traffic base and the major carriers right now are fundamentally stable. There will be some more restructuring in the Midwest, but there is no compelling economic imperative for the Burlington Northern to merge with CSX or something of that nature. Final point on it is that it is just human nature. Managements do not voluntarily step aside and give up their positions and careers to merge unless there are very, very powerful economic reasons to do so. And I don't see anyone among the big Class 1's that has the proclivity, right now, to step aside in a merger. I mean, is Arnold McKinnon [NS] going to step aside for Dick Bressler [BN]? Is John Schmidt [SFSP] going to step aside for Hays Watkins [CSX]? I can tell you Stan Crane [CR] isn't going to step aside for anyone—and you say this humorously but that is a real world factor. I really don't see anything out there among the senior officials of the Class 1's

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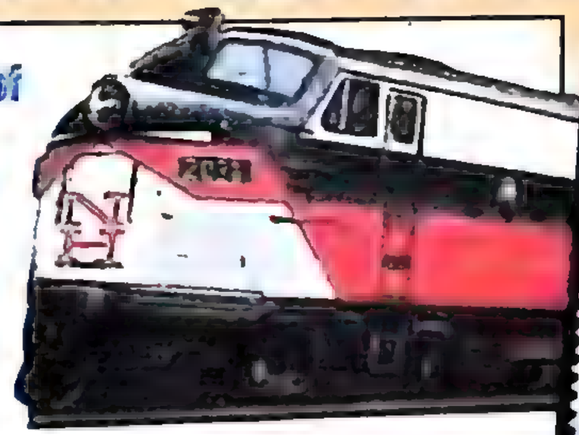

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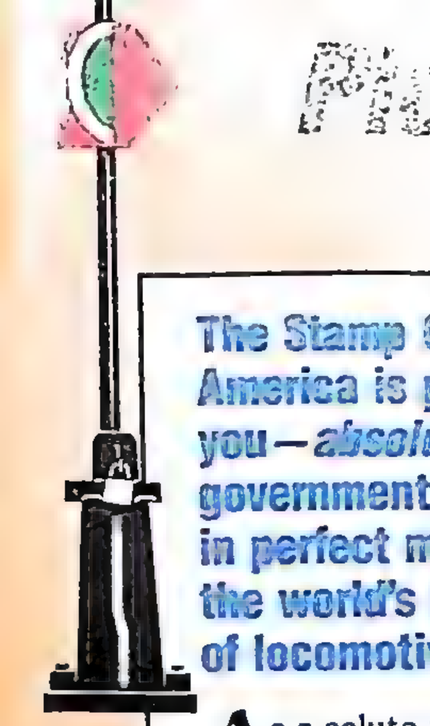

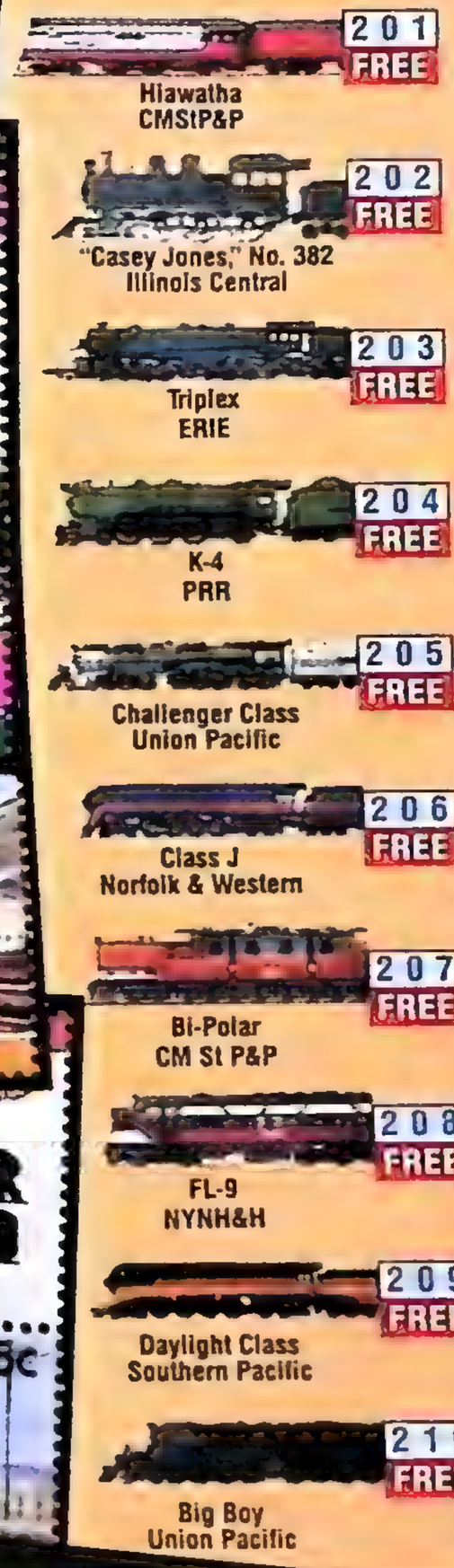

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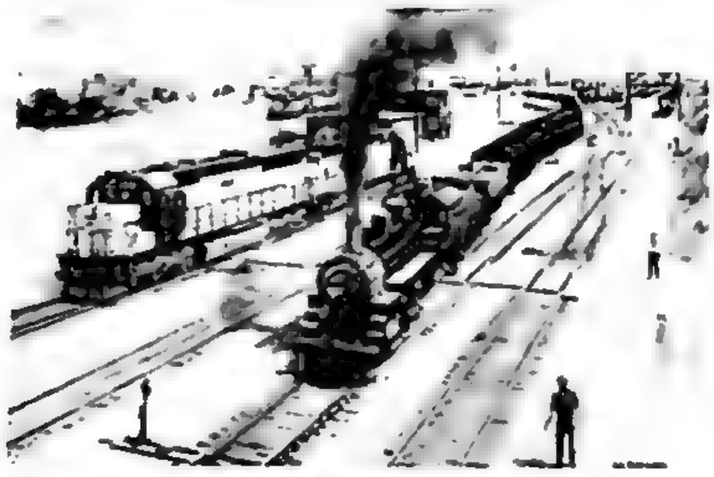

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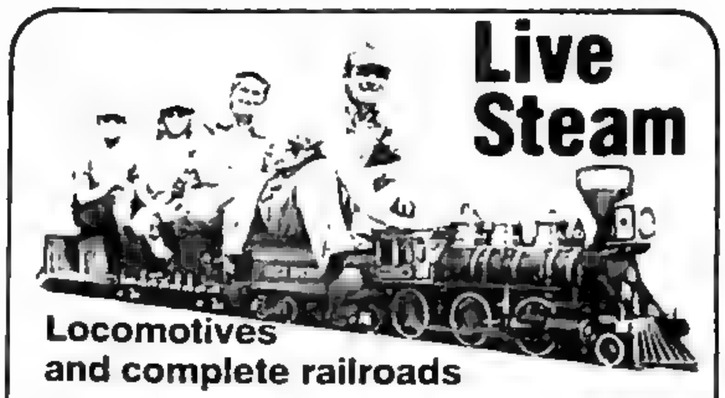

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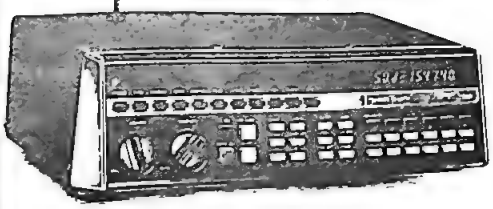

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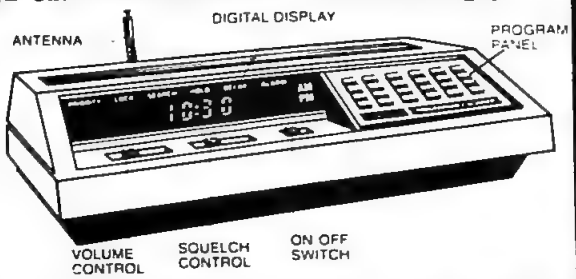

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All photos, Gary L. Sullivan.

TRUCK ASSEMBLY and other debris of struck Conrail B36-7 5045 clutter foreground in view from south side of tracks looking northeast.

Two hours after tragedy

***RESCUE WORKERS** atop second and third Amcoaches try to free trapped passengers. Car 4 in foreground is charred from diesel-fuel fire.*

SECOND AEM7 900 (above) was recognizable but totaled; lead AEM7 903 (above right), its location not identified in early news reports or photos, was off the right of way to north, down in trees, little more than frame and rear cab assembly, with rear vestibule of car 3 atop it.

THESE remarkable photos of the January 4, 1987, wreck of 12-car Amtrak 94, the *Colonial*, and a three-unit light-engine movement of Conrail B36-7 diesels, were made from 1 to 2½ hours after the 1:30 p.m. accident by Gary L. Sullivan, a railroader who lives in the area and shared the photos exclusively with TRAINS. While they cannot begin to depict the human tragedy and suffering in the accident, they certainly evince the results of a 100-mph-plus missile hitting what in effect was a steel wall. For details of events leading up to the tragedy and of the accident itself, please turn to the following two pages.

IMPACT blew lead AEM7 and rear B36-7 off right of way. In sunset view toward west, middle CR unit 5052 had rear-facing (cab) end pushed in, frame bent.

REAR of train came to rest under bridge of Gunpow home signal. Coach visible astride tracks A and 1 is car 9, 21065; car 8, 21051, is jackknifed behind it.

LADDER reaches to lead door of car 2, 21236, where most deaths occurred. The lead vestibule is torn off. Car was bent and impaled by lead ends of cars 3 and 4.

The wreck of the *Colonial*

Amtrak's worst: 16 dead, 175 injured
Why didn't Conrail have speed control?
"They don't even know where AEM7 is"

DON PHILLIPS

ON a sunny Sunday winter afternoon, January 4, 1987, the Amtrak tower operator at Edgewood, Md., watched lights progress across his board as two trains approached the interlocking 4 miles south at Gunpow, where two tracks for freight (A and 1) merge into the high-speed passenger tracks (2 and 3) to cross the Gunpowder River. The light on track 2 was No. 94, the northbound *Colonial*, which had originated at Washington that day at 12:35 p.m., heading for Boston and Springfield, Mass., with two AEM7 electrics and an expanded consist of 12 cars for the holiday return-home crowd. The light on track 1 was three light Conrail diesels—B36-7's 5044, 5052, and 5045—that had just left Bay View Yard in Baltimore for Enola Yard, near Harrisburg, Pa.

The interlocking was lined for the *Colonial*, and the plan was to stick the light engines at Gunpow for 94 and for 112, a delayed *Metroliner* running just behind him, then maybe let the Conrail units make a run for Magnolia siding about 3 miles up the line.

As the operator watched, the light for the home signal at Gunpow interlocking was knocked down, indicating that 94 was flashing past and onto the bridge—or so he thought.

He reached down and pushed the lever to automatically set up the same route for 112. There was no response. He tried again. No response. Then he noticed that the light for No. 12 switch—where track 1 rolls into track 2—was dark.

Then—POOF—at about 1:30 p.m., the entire board lit up.

Down at Bay Tower, 13 miles away in Baltimore, interlockings up and down the line went dark.

"Brownie (the Bay operator) just lost River, Point, and Canton," said the Philadelphia dispatcher, according to a transcript of his conversations with the local tower operators.

"You can include Gunpow in that also," said the Edgewood operator.

"You're kidding me," said the dispatcher.

"No," said Edgewood, "it's lit up like a Christmas tree. I don't know if the damned thing will come back. . . ."

According to Federal investigators, that is the first indication the outside world had that people were dying and equipment was being scattered across the roadbed in the worst wreck in Amtrak history—at last count, 16 dead, including 94's engineer, and 175 injured of 94's estimated load of almost 400. Add to the casualty list a small piece of the Northeast Corridor's reputation for safety.

Rather than stopping at the home signal at Gunpow, the CR engineer had run—at slightly over 60 mph—through an approach signal 10,417 feet back, had ignored a coded track circuit that indicated restricting speed on the cab signal, and—too late—had dumped the air about 2160 feet before the switch. A locomotive simulator later estimated that three light B36-7's would slide 2150 feet before coming to a stop, and that's about what happened.

It was not 94 that had knocked down the home signal, but the Conrail engines. They had run through the switch and come to rest on the main line just ahead of 94, which was traveling on a clear signal at an estimated 128 mph—3 mph above track speed but 23 mph over a 105-mph restriction on account of having one Heritage car in the otherwise all-Amfleet consist.

One tape indicated that only 9 seconds transpired between the time the Conrail engines cleared the home signal and the power went out as the wreck knocked down catenary poles and tripped circuit breakers. Amtrak engineer Jerome Evans, 35, alone in the lead AEM7, barely had time to put his train into emergency before it struck the diesels at an estimated 105 mph. Trailing unit 5045 was torn apart, its remains scattered south of the right of way. Middle unit 5052 had its cab smashed and frame buckled, and 5044 was propelled up the track, a piece of debris on its roof.

The first AEM7, No. 903, virtually disappeared in an explosion, its frame and rear cab coming to rest off the right of way to the north. The trailing unit, No. 900, was still recognizable although too heavily damaged to be rebuilt, and the first three cars—the Springfield section—crumpled into a heap beyond repair behind the locomotive. The first car, unstaffed Amcafe 20029, mercifully was empty because the conductor was holding it for boarding at Philadelphia. Most of the dead were in cars 2 and 3, 84-seat Amcoaches 21236 and 21038. But the tightlock couplers held on the remainder of the train, and, although derailed, none turned over or split open. The plan now is to repair and return to service all the remaining equipment (in order, front to back, Amfleet coaches 21241, 21018, Amcafe 20051, Amcoaches 21075, 21051, 21065, 21273, ex-Santa Fe 88-seat Heritage coach 7624, and Amfleet coach/club 20145).

Up in Edgewood, the operator was still puzzling over his board when suddenly he heard a faint radio call. Conrail engineer Ricky L. Gates had urged his brakeman, Edward W. Cromwell, 33, to jump, which he did, breaking his leg. But Gates, 39, with 11 years of experience, had stayed with his locomotive—then walked away unhurt with the small portable radio that he had used unsuccessfully to warn the onrushing passenger train. (No towermen heard the pre-crash radio call, but the National Transportation Safety Board later confirmed the call when it enhanced a tape of radio traffic.)

The excited voice heard by the Edgewood operator after the crash, barely audible, said something like, "We went through a signal and were hit by a passenger train. We need ambulances."

Whatever else may be said of Amtrak and Conrail performance on January 4, 1987, the men in operational charge did everything right after the wreck. Within two minutes, despite poor radio communication that masked the true extent of the disaster for 15 to 20 minutes, the dispatcher had sent ambulances and other emergency equipment toward the scene and was putting out hold orders on other trains to protect the railroad.

The tower operator at Edgewood, obviously having trouble understanding Gates on the small radio, managed to contact a furloughed engineer who lived nearby and got the word on how bad things were. The last transmission on the transcript is the most chilling: "The coaches are on (their) side," the Edgewood operator told the dispatcher. "They said they don't even know where the [lead] AEM7 is. They can only account for nine cars and he has supposedly 12."

The people in the small riverside hamlet of West Twin Rivers acted heroically. Before the dust settled, they had pushed through fences and were pulling the injured from the coaches and welcoming the wounded and the walking into their homes. Rescue squads in the area were on the scene quickly, and hospitals were more than adequately staffed to receive the injured.

But if everything went right after the wreck, almost nothing went right in the seconds, minutes, days, and even perhaps years leading up to it. Gates, the Conrail engineer, at first claimed he got an approach medium at the distant signal a little less than two miles before the wreck, which would have indicated he had the switch at Gunpow. He apparently changed his story to say approach limited when he learned that you can't get an approach medium at that signal; there's little difference anyway, because approach limited slows freights to 40 mph (45 for passenger trains) and approach medium means 30 mph. He obviously obeyed neither speed limit. Gates also said his cab signals weren't working properly. But he said he went into emergency as soon as he saw that the home signal at Gunpow displayed stop.

Point by point, as the week progressed, his story fell apart. Although there have been cases of false clear signals in the Corridor—17 in the last three years—initial tests of the signal system showed it to be working properly. The same was not true of the

Washington *Post*: Larry Morris.

AERIAL VIEW of wreckage from north side of tracks shows scene just beyond point of impact (the remains of the struck Conrail diesel are just out of photo at upper right). Mercifully, car 1 was empty. Of about 25 persons in car 2, 11 died, including 3 of 5 trapped for hours.

Conrail engine's cab signals, however. A bulb was missing, although Gates swore he performed the proper tests before leaving Bay View, and—worse—the warning whistle was taped up; it would give out only a light hiss. (Corridor engineers say that taped or cut-out whistles are common because they are so shrill and piercing and they go off every time the locomotive goes through a restrictive signal.) Running tests with three light sister B36's then proved that it was easy to stop short of the switch with a full service application, starting from the point that the home signal became visible on a sunny day at about the same time as the wreck.

But the worst for Gates was yet to come. Reporters discovered his long record of reckless and drunken automobile driving and license suspensions, including a pending drunken driving charge.

Then the post-accident alcohol/drug tests came back. On the evening of Wednesday, January 14, came the announcement: the Conrail engineer and brakeman both tested positive for high levels of a derivative of marijuana. Medical specialists said the levels of 67 nanograms per milliliter in the engineer and 87 in the brakeman indicated that impairment at the time of the accident was possible. Some industries set a level as low as 20 as the standard for impairment, some as high as 100. There is no railroad industry standard.

The wreck sparked questions. In the 16 years of Amtrak's history, there had been only one passenger fatality in a Corridor wreck—on July 23, 1984, when two trains had a low-speed head-on collision in Queens on the approach to Hell Gate Bridge. The casualty apparently was a fluke; a man stumbled and hit his head. The last major wreck of an intercity Corridor train was the derailment of Pennsy's New York-bound *Advance Congressional Limited* at Frankford Junction north of Philadelphia on September 6, 1943, which killed 79 and injured 115.

The *Congressional* wreck was clearly equipment failure (a hot-box), but it is apparent that the wreck of the *Colonial* was mostly human failure—and not just on the part of the engineer:

- Why didn't the Conrail locomotive have speed control? Amtrak's AEM7's have electronic speed control that will slow a train to the maximum speed allowed if a train runs through a restrictive signal and the engineer does not apply brakes within six seconds. Conrail's GG1's and E-44's had a reliable pneumatic speed control, inherited from the Penn Central and Pennsylvania. But when the electrics gave way to diesels, so did the speed control. The NTSB recommended in 1978 that Amtrak require speed control on any locomotive or M.U. car on the corridor. But Amtrak said it would require all non-speed-control trains to receive radio permission to pass stop-and-proceed signals; requiring speed control would significantly disrupt service, Amtrak said. The NTSB went along. Elsewhere on the Corridor, Metro North has speed control, and SEPTA and NJ Transit have automatic train stop, a less restrictive system that only requires the engineer to acknowledge the signal; otherwise, the brakes go on. NTSB now has issued an urgent recommendation that speed control be required on everything that moves in the Corridor, and, pending that, any train without speed control be required to stop and receive permission to enter any high-speed passenger track, even if the signal is clear.
- Why did none of the three GE's have a working radio? And why was the whistle taped over and the bulb missing from the cab signal? To put it another way, where was Conrail's supervision?
- When is someone responsible going to get serious about the problem of crew lifestyle? The industry and unions are making progress in at least making a dent in the drug/alcohol problem, but crews are still captive to the railroads' schedules, subject to call at any hour, usually unable to make any personal plans, and often lay over in jerkwater division points with little to do but drink.
- Should freight and high-speed passenger trains share the same tracks? This age-old question has a theoretical answer: No. But it would cost billions in the Northeast Corridor to build the necessary track and bridges to shift Conrail's numerous daily trains to nearby parallel CSX (B&O) and to serve more than 100 freight customers. The bill for an interchange at Perryville from CSX to the Port Road up the Susquehanna River would be staggering. A more likely solution: limit the hours freights can operate and shift as much through freight as possible to CSX.
- What does this wreck say about the integrity of Amfleet equipment? The jury is still out, but indications are that the equipment held up well for such a high-speed crash into a heavy stationary object. (A John Hopkins mathematician contacted by the Baltimore *Evening Sun* estimated that 450 million foot-pounds of energy were released in the impact, equivalent to 57,000 BTU's.) Questions were raised about the interior configuration of the cars, particularly whether seatbelts should be installed and luggage racks need to be redesigned to prevent bags from becoming missiles. However, no one has shown yet that flying luggage caused any serious injury in this wreck.

Could the wreck have been worse? Presumably yes, if the first car had been occupied or if the collision had occurred in the middle of the bridges over the Gunpowder River. I

DON PHILLIPS has contributed to TRAINS *for almost three decades, and has covered transportation as a wire service and newspaper reporter for almost that long. He was the lead reporter for the Washington* Post *in investigating and reporting the wreck of the* Colonial.

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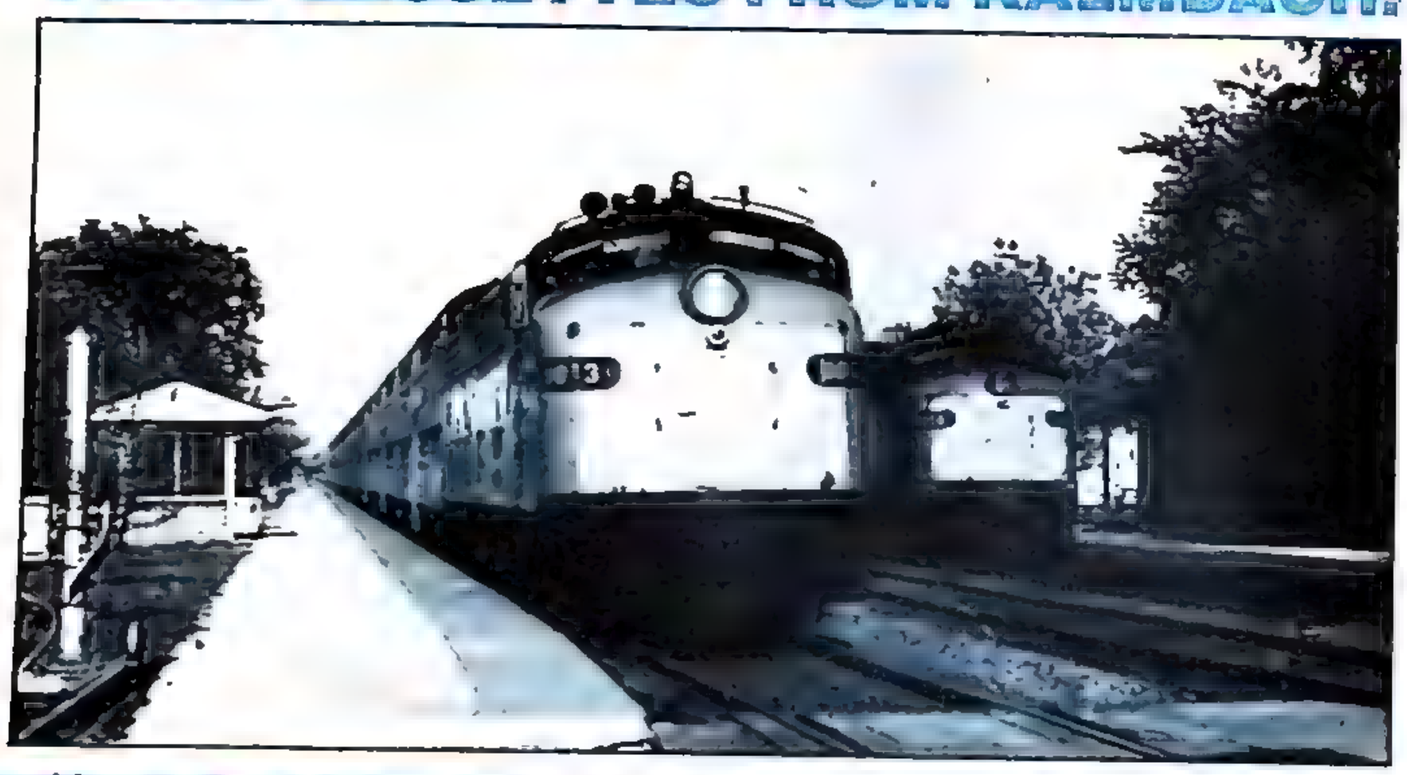

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The Bear

vs. The Lake

The Lake blinked

RICHARD STEINHEIMER
PHOTOS / THE AUTHOR

THE battle to restore Southern Pacific's Lucin Cutoff was a tough one, even for a fighter like Jim Mahon. "The Bear" was assistant engineer for the Sacramento Division and the kind of guy you'd pick to help fight a football game or a riot. He grew up in a big railroad family within spittin' distance of the Tehachapi Loop and, as Lucius Beebe described Central Pacific's work force, is "a graduate cum laude from the educational institutions of Blue Canyon and Emigrant Gap."

Mahon's adversary was Utah's unruly Great Salt Lake. When colossal forces collide, something has got to give . . . which for now is the Lake.

The Bear and his crews were fighting the highest waters ever recorded for the Great Salt Lake*, up 21 feet since 1963 to a level of 4211.85 feet above sea level. This is almost the design height of the new main fill built in 1959 by Morrison-Knudsen with the equivalent material of three Grand Coulee dams to replace the 12-mile 1903 trestle which for five decades carried SP passenger and freight trains across the deepest waters of the lake.

At risk were a total of 40 miles of SP Overland Route embankments west of Ogden, Utah, including the lesser known Bagley, Saline, Rambo, and Strongknob fills.

Rising waters scored a near knockout of the Lucin Cutoff with the storms of June 5-7, 1986; 60 mph winds raised huge waves, sinking more than 10 miles of railroad beneath the churning brine. In many places mainline steel was shoved off the eroding embankments against the adjacent pole line.

This sent SP trains detouring over the also-shaky Union Pacific (ex-WP) line around the south end of the lake, parallel to I-80 which was partially inundated west of Salt Lake City.

The Lucin Cutoff seemed to be going the way of Henry Flagler's railroad to Key West, Fla., destroyed in the hurricane of 1935. Timbers from the disintegrating deck structure of the old trestle littered the surviving embankments. Three work trains were trapped at Lakeside; Ogden became almost dormant as SP-Rio Grande interchange shifted to Roper Yard in Salt Lake City.

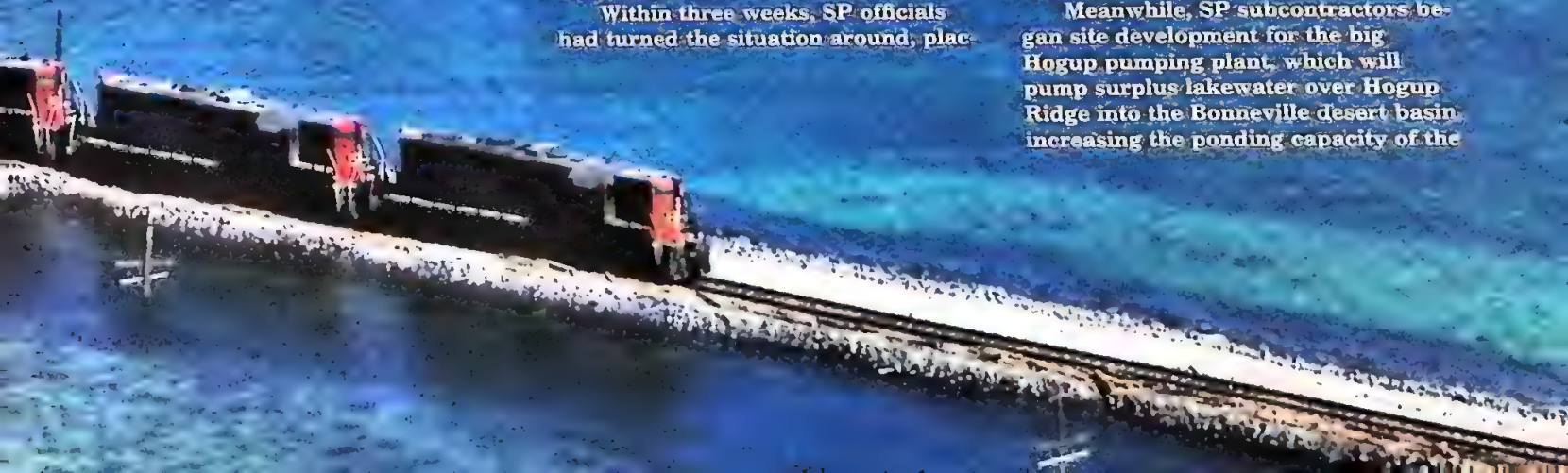
Within three weeks, SP officials had turned the situation around, placing the Bear in charge of restoration and signing a $22.8 million contract with the State of Utah for site development work for the ambitious West Desert Pumping Project, designed to prevent further damage to property around the lake by pumping water into the barren western desert.

A key feature of the project called for restoration and widening of the heavily damaged 14-mile Strongknob fill between Lakeside and Hogup; this would provide a two-lane road to the Hogup pumping plant site, which would avoid a highway detour through Nevada of over 200 miles. Until the high waters of the 1980's created a new west arm of the lake, the earthern Strongknob fill had run west from Lakeside across a dry salt flat desert.

Now, with a contract in hand, rock really began to fly. The Bear's first move was to build a new town for SP and contractor forces at Hogup, which rose from the sands into a functioning settlement in two weeks, displacing 22 rattlesnakes. As many as seven work trains began dumping rock in all daylight hours, east from Hogup, west from Ogden, and both directions from Lakeside. The big quarry at Lakeside went back to 24-hour operation under the direction of H. D. "Heavy Duty" Wilson, another guy you wouldn't want to have mad at you.

Meanwhile, SP subcontractors began site development for the big Hogup pumping plant, which will pump surplus lakewater over Hogup Ridge into the Bonneville desert basin, increasing the ponding capacity of the

*Since recordings were made, the lake's height above sea level has ranged from 4211.60 feet in 1873, when the railroad skirted its shores around Promontory, down to lows of approximately 4196 feet in 1905 after completion of the Lucin Cutoff, and about 4194 feet in 1964 on the eve of the current rise.



THE BIG DAY, August 4, 1986—and the Bear and his track foreman, Tony Martinez, standing under white Milepost 727, wave dozers, sidecasters, and backhoes in to close the last gap in Strongknob fill, ending isolation from the 727 miles' worth of Overland Route to the west. Rails will be joined August 11; the first mainline trains will roll August 23.

lake and its evaporative area. Spoil from the excavation became immediately available for lake fill and for raising of 25 miles of main line west of Hogup in the area to be flooded.

The contractual deadline for completion of the Lakeside to Hogup road was August 18. But—backed up all the way by his experienced, tough boss in Sacramento, division engineer Bill Lynch—Mahon brought the opposing embankments together at Milepost 727 on August 4. The road was opened to contractors two days after that, and a week later the rail link was restored. Mahon's round-the-clock drive in every aspect of the work inspired young and old hands to do their jobs in the safest, fastest way possible . . . or let management know the problem.

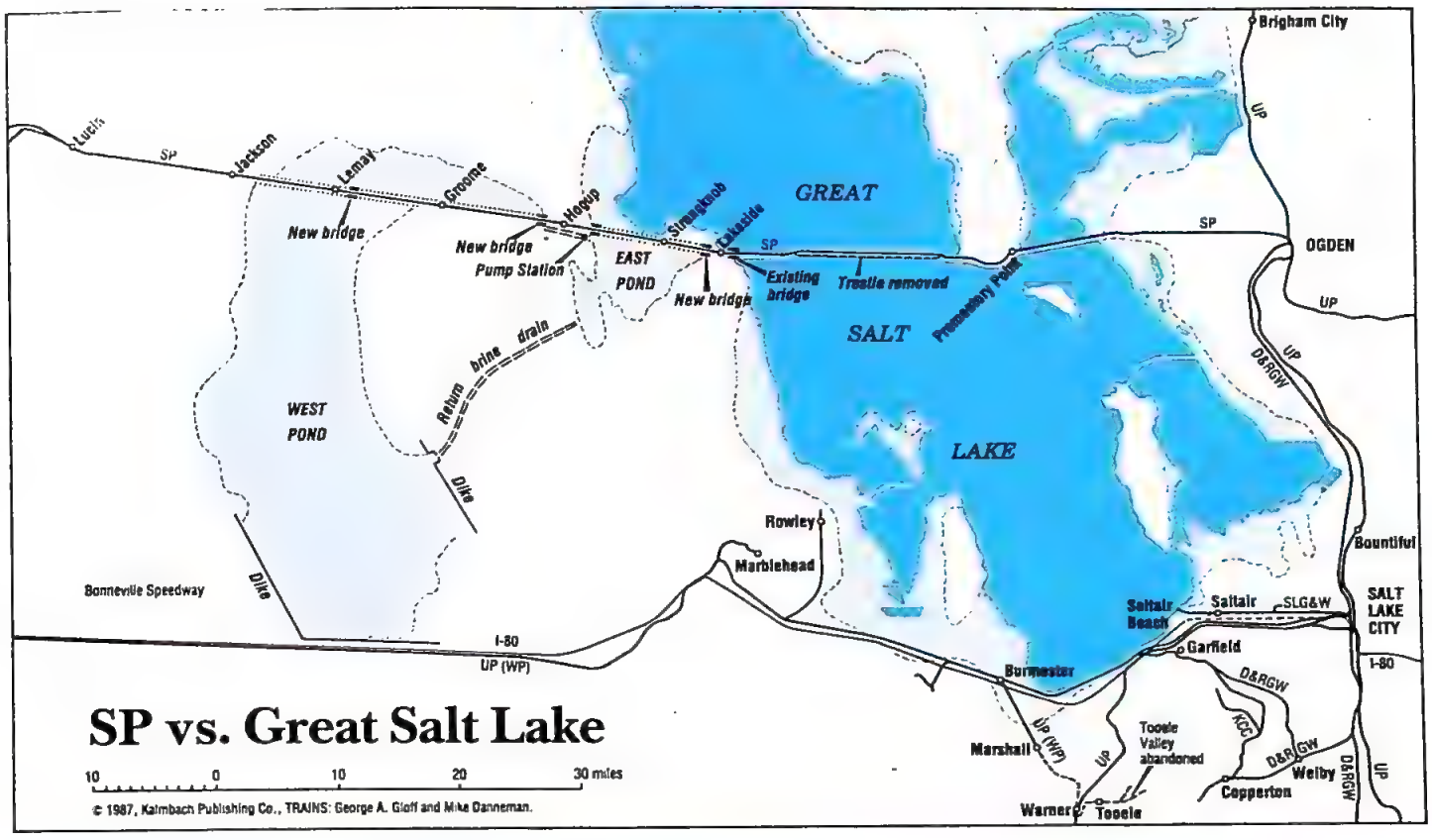
Fighting on another front, the Bear's crews began construction of another community at Lemay, 20 miles west of Hogup, to speed up the raising of track in this future ponding area. Meanwhile, crews working under the direction of Roadmaster Kenny Mahon (a nephew), Robert Burton, and Tony Martinez had restored the mainline rails across the main body of the lake.

On August 23, the first SP revenue trains began rolling again across the Lucin Cutoff within a 6 p.m.-to-6 a.m. operating window. Trains are limited to 20-30 mph across the lake, dispatched by Direct Traffic Control (radio) until CTC is restored. A few daytime trains operate over the UP.

Mahon's struggle to raise and armor the fills with heavy rock required dumping most of the 2 million tons of fill estimated for the job. An early November storm with a few gusts to 60 mph proved the ability of his armored fills to withstand a strong north wind. With the cutoff out of immediate dan-

FIFTY-FIVE CARS of rock and fill are dumped at Lemay August 5 to raise level of right of way and furnish a pad for crew housing. Montebello local at left picks up tank cars to supply construction communities at Hogup and Lakeside, 20 and 34 miles eastward.

WIDE-BLADED BULLDOZER assists in spreading load of another 68-car work train into blue waters of Great Salt Lake. More than 2 million tons of rock and fill were needed to protect fill from latest lake onslaught. Building the fill originally in 1959 required the equivalent of material used in building three Grand Coulee Dams.



LONELIEST LOCAL? Montebello local heads for Hogup, a 72-mile run without a single grade crossing, with one water car cut in behind GP9E 3187 and SD9E 4310. Local handles chores (bridge piles, water, other supplies) so work trains will not be distracted from their mission.

BOULDERS to armorplate the fill are loaded into 38-car train (above) as its motive power switches out piling for bridge construction at Lakeside. Once upon a time 2000 box cars, stripped of running gear, were sunk along the main fill to provide such protection from the lake's vagaries. The boulder-armored fill, in turn, protects the passage of the revenue traffic, such as a westbound CHOAT (Chicago-Oakland trailers) on September 7, 1986, west of Lakeside (below) on partially finished Strongknob fill.

ger, Mahon returned to his regular track supervision job on the Overland Route and in the Central Valley of California, and management of snowfighting on Donner Pass. The new lake project manager is Lewis Ruder.

But Mother Nature doesn't sign contracts, and the early onset of winter in September 1986 suggested that a fifth year of abnormally heavy water runoff in the Great Basin and Salt Lake Valley might be at hand. By December the lake had gone up an ominous 2 inches, and with 40 miles of fill, trouble can find places to strike.

The Bear's fast start for the project should mean the first of three big pumps at Hogup is already running, despite construction delays from extremely high ground water levels.

It's a race without a clear finish, but the Bear and other fighting SP railroaders have gained a few strides on one of the toughest enemies any American railroad ever fought. I

RICHARD STEINHEIMER, 57, dean of Western railroad photographers, has covered Southern Pacific through fair weather and foul, the latter including blizzards, earthquakes, floods, and sandstorms. Predictably, then, he was on hand when Great Salt Lake threatened to eradicate Harriman's Lucin Cutoff of 1903.

ON Sunday, September 7, 1986, a westbound freight rolls into Lakeside off the Rambo fill west of Tresend . . . the operating window allows Espee 12 hours per work day for revenue movements pending a diminished threat to the fill by the lake.

ELECTRICIAN Darold Rawson rolls up Hogup Ridge in his pickup, with the new west arm of the lake spread out behind him, and one of four bridges being built for the West Desert Pumping Project. At right of far end of Strongknob fill: Lakeside quarry mountain.

Working on the East End

Bart Edwards; collection of Doug Harrop.

LOCOMOTIVE engineers everywhere face their own unique and peculiar operating situations, from Arctic tundra to Louisiana bayous. And each responds to those challenges in unique ways.

Listening to Doug Harrop, you get the idea that he enjoys just about everything he does, including being an engineer on the east end of SP's Sacramento Division—one of the more unusual places to make a living driving trains. (When he's not running an engine himself, he enjoys the company of other hoggers, especially in British Columbia, as he wrote and pictured in "Rogers Pass Reverie," November 1986 TRAINS.*)*

Like other SP "lake rats," he could hardly wait to get his own railroad back after detouring on the UP during reconstruction of the Lucin Cutoff after the storms of June 1986. In fact, most of Harrop's recent service is on work trains dumping protective rock on the lake crossing.

Here Harrop describes a few of the rewards and problems of moving trains across the Great Salt Lake basin in this era of high water:

Richard Steinheimer.

LAKE VET: Engineer Doug Harrop.

The flow of traffic west from the Salt Lake Valley to California's Bay Area is as important to SP as to competitor Union Pacific, and both lines have been upgraded in recent years. Our route was greatly improved by UP President E. H. Harriman in 1904 by completion of the Lucin Cutoff straight across the lake, avoiding the steep detour to the north over the Promontory Mountains. This and other improvements provide a 180-mile shorter route to Oakland from Ogden for trains using the SP Overland Route vs. UP's Feather River Canyon line. SP's steeper grades are probably more than compensated for by an additional 350 miles of double track, beyond the 180 miles of paired track across Nevada shared by the two roads. Apart from the recent flooding, this gives us the opportunity for several hours faster freight timings to the California market. Our hot Chicago to Oakland Trailers (CHOAT) can roll along at 70 mph for most of that distance now.

The major feature of railroading west of Ogden is the Great Salt Lake, flat as the curve of the earth and one of the nastiest pieces of water in the world. The salt content is so high, typically, it kills much birdlife and all freshwater fish. The waves hit with one-fifth more force than normal sea waves and can tend to drastically reduce the weight of rocks or anything else in it. When nearly 2000 old box cars, minus running gear, were placed along the main fill several years ago when the salt content was almost 28 per cent, they would sometimes just float around and refuse to sink. In the 55 miles from Lakeside to Lucin, there's just one curve in our mainline track. That area across the lake and the western desert is so undeveloped that after we leave Little Mountain, west of Ogden, we cross only one

paved road in the whole 150 miles to Wells, Nev., and not much more in the remaining 73 miles to Carlin.

On June 6, 1983, I was engineer on a work train near Midlake, on the main fill, repairing damage from the storm of the previous day. The weather at 3 o'clock in the afternoon was warm and sunny, the lake calm. Fifteen minutes later, a 15-mph wind sprang up, accompanied by some ominous dust clouds to the northwest. We suddenly realized it was cut-and-run time for us.

By the time we hit Tresend, 5 miles west, the wind was up to nearly 40 mph, lifting waves into the side of the train hard enough to rock the locomotives. Water was pouring around the sides of the closed cab windows, but my five Geeps were still backing the train at 10 mph in Run 3. Two miles nearer Lakeside, alarm bells were ringing and our speed was down to 6 mph in Run 8, with debris and drowned units slowing us up. The lake is many times saltier than sea water, sure trouble for electrical equipment.

Somehow, GP9E No. 2898 got us back to Lakeside all by itself. There, H. D. Wilson and his crew pulled several bridge beams and ties from beneath the wheels of our train. We were scared, and lucky. By 6 o'clock the winds were gusting to 60 mph and the fill damaged to the extent it would be 77 days before the next mainline train would cross the lake.

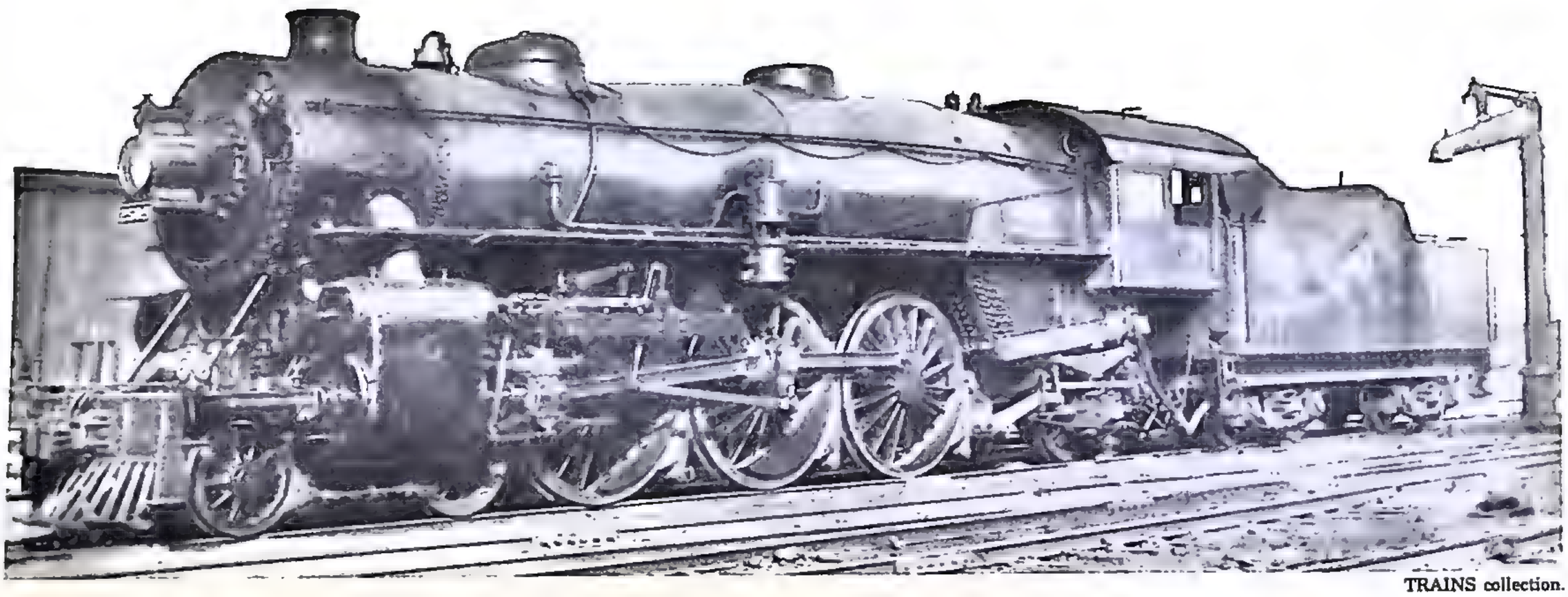
The day previous, our hot CHOAT train stalled at Strongknob siding in a violent storm. Engineer Bart Edwards was just a few miles from safety at Hogup when the stall occurred. Air problems? No. Debris problems. So much lumber and ballast was deposited by the waves beneath the train that it could not move in either direction. Thirteen hours later, as the winds slacked, a rented helicopter plucked the four hungry but dry crewmen from the train and took them to Lakeside. The chopper later took me and Road Foreman of Engines J. D. Slade to the partially cleared right of way, where we boarded the train and brought it to dry land at Hogup for a regular crew to take to Carlin.

Bart Edwards; collection of Doug Harrop.

The lake can be hard for trainmen, too. One brakeman out to inspect the power switch at Tresend was nearly swept off the embankment by a 15-foot wave. He was soaked even beneath his slicker. As the train proceeded west and cab heaters dried him out, he found it harder and harder to move—the high concentrations of salt in the water had made his clothes stiff as cardboard. In 1985, one rear-end crew had to walk the length of their stalled train in a driving winter storm to get picked up by maintenance people in a front-end loader at Bridge. They arrived wet, cold, and tired. Next week, the conductor took an early retirement. Now record runoffs have diluted the lake, with salt content only 6 per cent north of our fill and 18 per cent south.

Of course, the lake is not always violent. In fact, most of the time it's a delight to behold. The sunsets and sunrises are stunning, unforgettable. My favorite times are warm summer evenings, with a full moon being reflected brilliantly on the mirror-like lake surface, with the still snow-capped Wasatch Mountains shimmering majestically in the distance above the lights of Ogden. I've heard veteran engineers say they would rather make a trip across the lake in these conditions than run anywhere else on the SP system.—DOUG HARROP.

Doug Harrop.



TRAINS collection.

Erie 2509 and U-boats

I MY late uncle Fritz Krueger was employed by the Erie Railroad from 1909 until the Depression took his job in late 1929. During most of his career he worked as a machinist and tool room foreman in its Jersey City shops.

On the eve of World War I, a German immigrant like himself approached him and applied for a job. The man had had previous railroad experience in Germany. The general foreman hired the man and put him to work in the most menial position in the shop, working on wedges and shoes.

Most readers are probably familiar through Alvin F. Stauffer's *Erie Power* and Bert Pennypacker's *Eastern Steam Pictorial* books [and pages 8-9 of November 1940 TRAINS] with the story of Alco's 50,000th locomotive, 4-6-2 No. 50000, which came to the Erie in late 1911, became its only class K-3 Pacific, and was renumbered 2509. All accounts of this engine state what a tremendous performer this locomotive was . . . much better than anticipated . . . setting several record runs. The truth is, this was not always the case!

My uncle told me that when the Erie received this engine from Alco in late 1911 following trials on the New York Central, the railroad had problems setting its valves. Shopmen from all over the Erie system and Alco were brought in to try their hand at properly adjusting the valve settings on the 50000—all to no avail.

At this point, the German immigrant who was working in wedges and shoes, and was aware of the problem, said to my Uncle Fritz, "Do they want the valves set on *Big Liz*? May I try?"

He was given the go-ahead.

The next day, the K-3 was put through its paces again, and this time performed magnificently!

The German immigrant was nowhere to be found during the test trial. Erie management was extremely pleased. It wanted to reward the man responsible and looked all over for him.

Later, my uncle returned to his workbench, and in his toolbox was a note.

"Fritz, I have gone to sea in an *Unterseeboot*!"

To quote Paul Harvey. "And now you know the rest of the story."—CHARLES H. GELETZKE JR.

When is Diverging Green not Red Over Green?

I RIDING on a track inspector's motor car in winter is not necessarily a pleasant experience. When it is about freezing and a little cloudy in late December, it takes some resolve to embark on an 80-mile motor-car trip with the track supervisor. There is no better way, however, to see the railroad; and railroads require frequent, regular inspections and maintenance, notwithstanding the vagaries of weather in December or July.

One rather cold blustery day in late December, I elected to ride with my track supervisor. He had left his motor car at Chambers, Ariz., on the far end of the territory on his last trip, so we drove to Chambers early one morning. Now I had chosen to motor car, but Jim reminded me that the pickup would have to be left on the wrong end of the territory, necessitating another round trip just to retrieve it.

I foresaw his next move. He volunteered to let me motor car, and he would drive back to Winslow, meeting me at various accessible stations. Jim didn't say it, but he would have a heater, too. I agreed to the plan. After all, he made the trip three days a week, rain, snow, or shine. Surely I was up to one trip this month, even in the dead of winter. So with a fresh lineup, my timetable, a track wrench, tape, level board, spike maul, torpedoes, fusees, and other assorted paraphernalia germane to fixing my part of John Santa Fe's railroad, I set on for a day as a track supervisor.

The trip was uneventful. I checked the gauge and cross level in several curves, walked the switches, measured gauge at the frogs and guardrails, replaced a few broken bolts, made some notes about future projects, and bucked a headwind for 15 miles at 8 mph. That wind even caused a train on my lineup to fall down about 20 minutes. By the time I left Holbrook, with 35 miles to go, I was cold and tired, but not about to hang it up. My 2:30 p.m. Holbrook lineup I got from the dispatcher gave me the next westbound at Holbrook at 5:30 p.m., and probably enough time to run to Winslow.

After replacing a few more bolts and fixing a speed board that was trying to play wind-direction indicator, I rounded the curve at Milepost 283; as I came in sight of East Winslow, the trip suddenly became eventful. The motor car clanked and rattled, the engine went to goodness knows how many rpm's, and I braked to a stop, with the motor car clattering the whole way.

No big deal, though. My watch said 5:10 p.m.; the last check on the train was 5:45 p.m. at Holbrook, 30 miles back; and Winslow was 2 miles ahead. In fact, I could see the control signals a mile and a half down the track at East Winslow—red for westbound on the south track.

The sun had already gone down behind a cloud bank, and that ever-present wind was getting cold fast. I began researching my problem, and quickly discovered the drive chain had come off of the rear axle sprocket. The trouble is, no matter how easily it pops off, it doesn't just pop back on. Either the idler pulley or the sprocket had come loose. I now had a choice of doing repairs on the main track, or pushing the motor car to Winslow. There was about 15 minutes of sunlight left—maybe enough to see the nuts and bolts and put the d— chain back on.

I chose to do the repairs, because although a motor car pushes easily enough, 2 miles is a long way. Digging through the tool box, I found a couple of wrenches. I straightened up, took a deep breath, and looked wistfully at Winslow (the lights of town were now winking on a scant 2 miles away), and saw—*red over green*!

Oh, Lord! The westbound signal was red over green! The DS had lined a westbound into Winslow on the south track. I grabbed my lineup to see if I had misread a train—no, Holbrook at 5:45 p.m. I checked my watch. It was 5:23 p.m., and the second hand was making little quantum jumps every second. Glancing to the east, I could not see a headlight or any exhaust.

What in the world? Had the DS lined the train in an hour ahead of its time? Or had he forgotten to give me a train which was going to turn my motor car into scrap metal before my very eyes?

I picked up a fusee and turned it round and round in my hand. I doubt the engineer would see me giving a stop signal in time, even though darkness was settling with a vengeance. I could always hi-rail the motor car (derail it right there and push it off to the side, down the bank), but that is no mean task. Or I could . . .

Alternatives abounded. I needed to pick one and get at it. I looked one more time at Winslow and that infernal signal, red over . . . what? It was red over mercury vapor! A paroxysm of relief swept over me. A night light on the Amtrak platform had carefully aligned itself, so that from my spot it was just the right height and in line with the signal mast. That greenish hue, which mercury vapor produces when warming up, caused it to take on the aspect of a green signal. My red over green panic was for nothing more than a platform light.

I laughed at myself and the light, then went about the repairs calmly and concertedly. I even whistled a little tune as I rode that last 2 miles into Winslow. But, whenever I am at MP 283, I can't help myself. I look to see if that control signal is red over green.—G. A. FOSTER.

$23,800 of Long Island commuting

I AFTER nearly 52 years of riding the Long Island Rail Road, I have bought my last commutation ticket. I am retiring.

I wondered how much I'd spent for fares in more than half a century. So I called the public affairs department of the LIRR in Jamaica and asked officials there if they could give me a record of the monthly commutation rates from Lindenhurst to Flatbush Avenue in Brooklyn, from September 1933 through July 1985.

They did more than I asked. Within days, I received a list of the fares and the number of months they were in effect, dating to 1918. I then spent an interesting evening with my calculator.

I rounded out the monthly rates to the nearest dollar, just to keep the arithmetic simple. Then I multiplied those by the number of months each rate was in force. The total was $23,800. After counting my money, I counted my blessings. If I continued commuting, the next 50 years would cost me at least $67,650!

Actually, I paid less than $23,800. For instance, I saved $493 by serving four years in the Air Force during World War II (the savings were small because the monthly fare then was only $10.48). Nor did I deduct from the total vacations when I did not ride the railroad. Nor did I factor in refunds when the LIRR was strikebound or snowbound. These savings were, of course, more then offset by subway

fares, which I did not consider in my cost study.

So I stayed with the $23,800 in making other calculations. I found, for example, that based on this total, my average monthly fare over 52 years was $38.20—2.7 cents a mile.

That figure seemed reasonable to me. Today, of course, it is much higher. At the current fare of $123 a month, the per-mile cost for the 70-mile round trip from Lindenhurst to Flatbush Avenue is about 9 cents. The most economical arrangement is the senior citizen fare, for which I am now eligible. At $6 for the round trip, the per-mile cost is 8.5 cents.

Next I wondered how much time I'd spent commuting. The schedule ranges from 1 hour 5 minutes to 1 hour 15 minutes. But I left home early in the morning, just in case the escalator at the railroad station wasn't operating and I lost time climbing the stairs. And I left the office early to be sure I got a seat on the evening train. So for me it was two hours door to door, or four hours each working day.

After deducting vacations and military service, I found that my travel time in 52 years totaled 42,160 hours. That equals 1756 days, or 4.8 years aboard the LIRR or en route to it. The figure assumes on-time performance; I did not add in delays, including the eight-hour immobilization of my train outside Jamaica in the ice and sleet storm in December 1973.

I don't know if I'm conscience-stricken about spending $23,800 for commutation. Was that money as productive as if I'd applied it toward college costs for four children, or used it to buy cars or furniture or a second home? I must ask President Reagan which dollar he feels would have contributed more to the economy.

Mornings I could scan the New York *Times* between Lindenhurst and Rockville Centre, and the *Wall Street Journal* from there to Flatbush Avenue. On the return trip in the evening, I could flip through and mark up at least five magazines. (I always brought extra reading material, in case of delays.) My 4.8 years of commuting-reading were stimulating and productive.

Before laying aside my calculator, I restudied the LIRR fare data for other items of interest. I discovered, for example, that the longest period of unchanged fares was 29 years from June 10, 1918, to July 14, 1947. For nearly three decades, the monthly rate from Lindenhurst to Flatbush Avenue stayed at $10.48.

In the more modern era of the railroad, the record was 58 months from September 1, 1975, to July 1, 1980, when the fare remained at $71.75. The shortest time between fare increases was 10 months. There were two such spans—July 15, 1951, to May 14, 1952, and December 10, 1959, to September 21, 1960.

I have only one regret after 52 years of commuting. Along the elevated railroad section in Brooklyn, one spot offers an outstanding view of the New York City skyline on a clear day. I'm sorry I did not bring a camera to record that scene at least once each year. How grand it would have been to have a photographic history of the changes in that skyline.

My valediction has been pleasant. The LIRR wrote to me saying, "We're sorry to hear we are losing one of our best customers. We appreciate your patience and indulgence during the difficult times." I plan to frame my last commutation ticket and a special proclamation, signed by the LIRR president, awarding me "the status of Commuter Emeritus."—JOHN P. BRION. Copyright © by The New York Times Company. Reprinted by permission.

My father, Lehigh Valley engineer

I HOWARD FOGG, in his introduction to S. Kip Farrington Jr.'s fine book *Railroading Coast to Coast* [Hastings House, 1976], compares his World War II P-51 Mustang hitting 550 mph to Pennsylvania Railroad duplex-drive T1 4-4-4-4 5510 rolling 93 mph. For a sense of real speed, for sheer emotional impact, and incredibly noisy consuming excitement, he states there simply was no contest—the T1 erased the memory of the Mustang.

I can only echo what Mr. Fogg relates, for I, too, have known the thrill of riding the cab of steam locomotives—Lehigh Valley steam.

My association and enduring love of railroading goes back many years—to 1926, in fact, when at the age of 9 years, I moved with our family to Thompson Street in Wilkes-Barre, Pa., adjacent to the main line of the Lehigh Valley. In fact, our side yard was literally on railroad property. My grandfather paid a $1 a year lease fee to maintain a lawn and war garden. The mainline tracks were just 60 feet from our home. In addition, a locomotive coaling facility was just opposite our home. I remember an old 4-4-0, the 2650, pushing coal cars up a wooden trestle structure and into the coal shed. There were 10 coal shutes and a sanding facility at the end of the building, so watching hostlers bringing locomotives from the ash tracks to the coal shutes was an everyday event. The roundhouse, locomotive building and repair shops, and crew dispatcher's office were just a few hundred yards west of our home. The mainline tracks of the Delaware & Hudson and Central Railroad of New Jersey were a few hundred yards to the east. The D&H roundhouse was one-half mile southeast, and another mile southeast was the Pennsylvania roundhouse. A mile west of our home were the DL&W tracks and roundhouse. So in growing up, railroading became an integral part of my life—that has remained to this day—some 60 years. My dad started his career on the Lehigh Valley in 1906 and continued until his retirement in 1961—a total of 55 years, a record I believe, at least on the Wyoming Division of the Valley.

He started at the age of 15 (you had to be 18, but Dad was big for his age and was accepted). He worked as a fireman and then engineer operating interdivisional freight and passenger trains retiring in 1961. In 1958, at the age of 67, he was listed on railroad records at 70 years, so Dad had to scurry around obtaining affidavits and birth records to show his correct age. Thus was set my link and love of riding steam and later diesel locomotives. In fact, my playground, so to speak, became the roundhouse, yards, and shops of the Lehigh Valley at Wilkes-Barre. Dad had only to suggest if I would like to go for a ride and, presto, we were on our way. I have had the pleasure of riding the cabs of every conceivable type locomotive from old 0-6-0 Mother Hubbard switchers to 2-8-0 Consolidations, and 2-8-2 Mike helpers and pushers, on up to 4-6-2 Pacifics and then 4-8-4 Wyomings on both passenger and fast freight, but my real love was the 4-6-2 Pacifics on fast passenger runs. I can relate to what Mr. Fogg states—the thrill of hurtling along at upwards of 70 mph, especially west of Coxton, on the Sus-

quehanna River grade level on the way to Sayre, Pa., on crack Lehigh Valley trains. However, it was also a tremendous thrill to be in the cab of a long four-engine freight working hard on the cutoff east of Coxton—on up to Gracedale where the helper and the pushers cut off and we were on our own—Dad handling the train brakes, easing upwards of 6000 tons down the Lehigh gorge into Packerton yards.

Many outstanding memories are indelibly stamped, including being sent to the crew dispatcher's office (we had no phone at the time) and asking how Dad stood in the roster, or the experience of having the callboy, in the middle of the night, whacking the side of the house with a 2×4 to tell my father that he was boarded for this or that run.

My only possible opportunity for employment on the railroad came early in 1942 with the outbreak of World War II but, alas, I was employed at a Government arsenal and declared frozen to the job. The position of firemen went instead to my younger brother. However, after the war, he gave up his job.

Several years after we moved, the entire, or nearly the entire, operation at Wilkes-Barre was consolidated at Coxton. This meant a radical change for the railroaders, including my father. Work trains were provided by the Valley to transport roundhouse and shopmen from Wilkes-Barre to Coxton or for assigned yard crews, etc., but for the unusual assignment it meant my father walked several blocks to catch a trolley to Pittston, Pa., some 9 miles; then a bus to a place simply known as the Castle. From there, it was a walk across the Lehigh Valley railroad bridge spanning the Susquehanna River to Coxton Yard. The other alternative was, upon being notified that Dad was boarded for an assigned run, to check with the dispatcher at South Wilkes-Barre for something, a local or through freight that might be going west to Coxton. Sometimes this meant hurriedly getting ready, running down the bank from our house to the tracks, and, if it was nighttime, to light a folded newspaper to flag down a run.

One memorable night will be forever etched in my memory. It was snowing very hard, and Dad received a call that he was boarded for a leader freight out of Coxton. He didn't have sufficient time to contact the dispatcher at South Wilkes-Barre, but we could hear a train coming. Dad hurriedly gathered his overalls and the lunchpail that my mother had magically put together, and—lighting his always present rolled-up newspaper—he literally slid down the bank to the tracks and flagged the oncoming freight. However, the engineer wasn't able to slow it appreciably, although it did get down to perhaps 10-15 mph. My father, with rolled up overalls and lunch bucket in one arm, could only pray (he said later), and with one free arm grabbed at the handrail of the rather fast-moving caboose on a slippery wet snow underfooting. He succeeded in swinging aboard and, using the rear caboose marker light, signaled to us that he made it.

One other event bears sharing. Just prior to my entry into the armed services, Dad had extended an invitation to go along for a ride. Our train out of Coxton had a total of 96 oil cars. We had a 2-10-2 helper and two 2-10-2 pushers; our lead engine, the 5210, was a big 4-8-4 Wyoming. A consist of all oil cars was not ususual because of the use of overland oil-car trains due to the sinking of coastal merchant shipping by German U-boats. All went well, four engines working hard up the cutoff to Gracedale, where the pushers and helper cut off. It was a fine ride downgrade along the ruggedly beautiful Lehigh Gorge until we approached Penn Haven Junction, just west of Mauch Chunk (now Jim Thorpe). As we approached Penn Haven, we got a red board. It seems that whoever got to Penn Haven first had the green board over the crossovers. A Jersey Central freight had the right of way, and we had to apply the brakes and acknowledge the board. In this case, it meant stopping with a heavy train of 96 oil cars on an inside curve. The problem arose when we were given the green board. Since the railroads utilized any and every car available, there seemed to be cars in our consist that had old rusty braking equipment. My Dad took slack and eased the 4-8-4 forward, but she simply spun her wheels; several more tries at taking slack produced the same result. Dad, obviously annoyed by now, grabbed the throttle and opened her up. The result was predictable, wheels spinning, fireman's fire rapidly exiting the stack, all the while Dad abusing his engine with some well-chosen words. Finally he shut off the throttle, waited a few minutes, and tried again. This time it happened; evidently the stuck brakes became unstuck, because after taking the slack once more, the 5210 grabbed her feet and simply walked away. We proceeded to Packerton Yard, and another trip in Lehigh Valley steam made a long-lasting memory.—STAN PETERS.

He's . . . he's WHAT???

I DURING the month of January 1979, I was working the switchman's extra board at Santa Fe's Corwith Yard in Chicago. Chicago had been hit by an exceptionally bad snowstorm that was really rough on the railroad and railroaders. I was called for the 8 a.m. transfer job one morning several days after the storm, and it took us most of the day to get from Corwith to the Belt Railway Company of Chicago's Clearing Yard, where the entire crew ran out of time to work under the hours of service law—or, as we say on the railroad, we "went dead." The crew waited at the Belt yard office for rubber-tired transportation back to Corwith. About that time, 9:30 p.m., my wife was beginning to wonder what had become of me, since I had left home at 6:30 a.m., so she called the crew caller with her questions. The crew caller directed her to the yardmaster, as he would know where everybody was.

Yardmaster "Mr. Tim" answered the phone.

"Hello, my name is Mrs. Scholl and my husband works for you, and I was wondering if you could tell me when he's coming home?"

"Well . . . let's see, oh yeah, he's dead over at the Belt yard."

"He's . . . he's WHAT??? Oh no . . ."

"Wait a minute, lady, please; he's not dead dead, he just can't work anymore."

"Why can't he work?"

"Because he's dead."

"But you just said . . ."

"Oh, man." (Mr. Tim's favorite saying when things were going really bad.) "Please, ma'am, calm down. He's O.K. Honest. I'll have him call you soon as possible."

Several more minutes of explanation followed.

I was instructed via company radio to call home immediately.—WARREN M. SCHOLL.

THE VERMONT YEAR

Railroading through the seasons in a stubborn land

PHOTO ESSAY / **BENJAMIN B. BACHMAN**

RAILROADS do not exist in a vacuum. They are shaped by, and acquire, many of the characteristics of the regions through which they pass. In Vermont, the railroads also seem to have acquired some of the flavor of the people who live there, and I would suggest that three factors have played an important role in tempering both the Yankee soul and the nature of Vermont railroads: the weather, the rock-ribbed New England landscape, and the passage of time.

The critical dimension of the Vermont countryside is vertical. It's not that the mountains are high, which they aren't, but that there are so many of them. Forget about wide-open spaces—every view is bounded by steep hillsides. The peaks themselves are more graceful than grandiose, their sharp edges having been rounded off by millions of years of erosion, but whatever looks like gentleness in this terrain is deceptive. Probe a few inches into the meager topsoil and you hit stone; sidehill fields that have been under cultivation for a century still turn up bumper crops of rocks each spring. It has not been easy to wrest a living from so stubborn a land, but Vermonters have met the challenge. You might say that it has brought out the best in them, perhaps because they have not so much conquered the land as reached an accommodation with it. The result, which continues to mellow as time goes by, is one of the most piercingly beautiful rural landscapes in existence. I do not claim that man has improved upon nature here, but Vermont does seem to make a good case that the two can coexist.

Inseparable from the land is the weather. Vermont winters are long and hard, springs muddy, summers brief and green, autumns crisp. The cycle of the seasons is the crowning glory of northern New England, and it is the subject of this essay. The photographs cover the period 1980-1984, arranged to form a single composite calendar year.

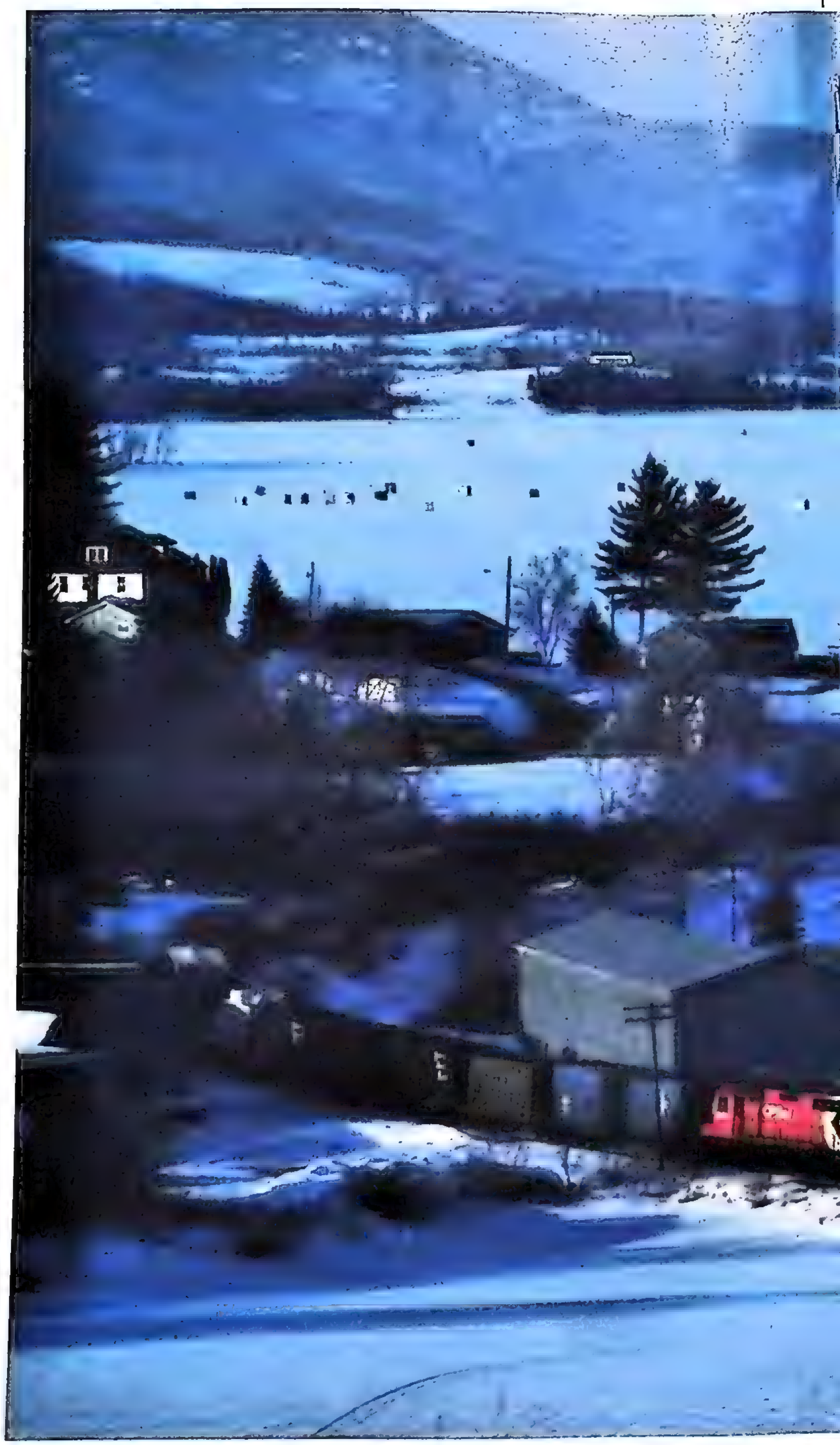
JANUARY

JANUARY is the cold month. Sometimes there is a ton of snow, sometimes hardly any, but always there is the cold, a fierce, persistent cold that holds the land in an iron grip. The coldest part of Vermont is up in the "Northeast Kingdom," the northeastern corner of the state, an area drained by the Nulhegan River. It is lonely country, inhabited mainly by moose and black bear, and most of the land is owned by big paper companies. During the 19th century, when there were dozens of logging camps back in the woods, winter was the season for felling trees. It didn't matter how cold it got—nobody on the business end of a two-man crosscut saw ever had trouble breaking a sweat—and a good snow cover made it easier to skid logs to the landings. When the ice went out in the spring, the logs were driven down the river. This worked fine for spruce and pine, but hardwoods don't float, so a logging railroad featuring big Shays and stubby little four-wheel cabooses was built from the New Hampshire Stave & Heading Company mill in North Stratford, N.H., on the Connecticut River, northwest up the North Branch of the Nulhegan.

The track was ripped out after the market for sugar barrels collapsed in the 1920's, but as recently as 1982 the St. Regis wood yard at a place called Wenlock Siding, on the Portland (Me.) line of Canadian National's Grand Trunk, still offered some of the flavor of a classic northwoods timber operation. Here's how it worked: tree-length logs brought in by truck were fed to a machine called a mobile slasher, which cut them into four-foot pulp lengths for loading into waiting CN pulp racks to be forwarded to a St. Regis paper mill in upstate New York. The first leg of the trip would be in the local out of Island Pond, Vt., which in 1982 used a Central Vermont Alco RS11 from the Duluth, Winnipeg & Pacific—all in the CN family. As far as I know, this was the only operation of its type in Vermont, and it's finished now, at least for the time being, but the forest products industry is still an economic mainstay of northern New England and its railroads. And the Nulhegan woods still get mighty cold in January.

FEBRUARY

BEFORE ski lifts and snowmobiles, there really wasn't too much to do in February in the way of outdoor recreation, except for ice fishing . . . and some people would say that ice fishing is the next thing to doing nothing at all, since it consists mainly of a lot of waiting around in the cold for something that may or may not happen. Come to think of it, that's not a bad description of winter train-watching in Vermont, and on Lake Memphremagog, up to Newport, you could do a little ice fishing and a little train-watching in the same place, as evidenced by this view of the daily Canadian Pacific freight from Montreal. I always enjoyed the cold weather; the winter light has an absolute clarity unequaled at any other time of year, and a sunny February day could be inspirational, but of course I was outside by choice—outdoor work is a whole other story. Take, for example, the CPR yard crews in Newport. The person up in the cab didn't have it too bad, but the men on the ground, they'd throw a switch, or pull a pin, and then stand around and wait, and wait some more. Pretty soon, your extremities would start to go numb, no matter how many clothes you had on. I've seen plenty of times in Newport when the temperature was stuck at 20 or 25 below . . . in the middle of the afternoon. What the yard was like at night, when that old wind blew down the lake from Canada (the northern two-thirds of it are in Quebec), doesn't even bear thinking about. But a railroad is out there in the weather, 24 hours a day, 365 days a year, and in Vermont those February nights last forever.



MARCH

AFTER three months of winter, March begins to seem a lot like spring, and, indeed, the sap is starting to rise in the sugar maples, but beware—March is traditionally the time for big blizzards.

The blizzard of 1984 caught me by surprise as I was driving up to St. Albans. For a while I paced a northward Central Vermont freight, and it made a fine sight as the green-and-gold Geeps poured on the fuel, hitting and holding the speed limit, kicking up a magnificent, swirling wake. Then the traffic on I-89 started to congeal, and the caboose markers vanished into the storm.

As it turned out, St. Albans missed the worst of the snow, but the central part of the state got a real dose, and the next morning the northward *Montrealer* was five hours late, having nearly failed to make it up the grade from White River to Roxbury, and when the train finally straggled into town, its single F40PH looked like it had been dug out of an avalanche. I had business in Johnson, and as I drove into the mountains I was astonished by the amount of white stuff on the ground—37 inches officially, with a lot more in spots, and still blowing across the highway. Thank heaven for four-wheel-drive.

The west end of the Lamoille Valley's right of way was completely buried, but in Morrisville I discovered that a train of some sort had ventured out on the eastern part of the line. Could I track it down? I decided to wait by the covered bridge in Wolcott, and just a few minutes later the sound of approaching air horns floated across the hills. I got the camera out and savored my good fortune as an RS3 pulling a flanger and a wing plow rumbled by in what might be the most famous railroad setting in Vermont. Dr. Phil Hastings would have approved.

That night in White River Junction, there was so much snow piled up in the streets that there was no room for two cars to pass, but the railroads were pretty much back to normal. The southward *Montrealer* came through on time at 11:45 p.m. . . . and by then the blizzard of 1984 was history. Nothing to it.

APRIL

APRIL is a white V of snowgeese, flying north. It is roaring rapids in the Nulhegan and the Missisquoi. It is the sharp smell of manure in the air . . . instead of winter's woodsmoke. Some people call this spring; Vermonters know it as Mud Season. Walk out to the barn and you'll see why.

Less easy to understand is the fact that more people in Vermont commit suicide in this period than at any other time of year. To my way of thinking, the northern thaw is a reason for celebration, not despair. Lord, how I loved to lie in bed at night, with the windows open, and listen to those geese passing overhead. Sometimes I'd hear a lonesome whistle, out there in the dark, and it was almost more than I could stand.

Actually, water gives Vermont railroads more trouble than snow does. In April the rivers swell up with runoff, causing washouts, floods, and sliding banks. When the ice goes out, it goes in a big rush, and cakes the size of grand pianos race downstream, jamming up against bridge piers until something has to give. In the old days, log drives could be even more destructive. Boston & Maine's multi-span steel truss bridge across the Connecticut River at Windsor, Vt., was demolished by a runaway log drive.

The problems of April would be less acute if the tracks were not placed right on the edge of watercourses, but in a region as resolutely mountainous as Vermont, the builders had little alternative. In exchange for the hazard of flooding, the railroads gained relatively moderate grades, as exemplified here at Ryegate, where a CPR freight creeps by a crew finishing up repair of a washout that had been severe enough to require detours over the Central Vermont for a couple of days. This is hard country, and trade-offs of one kind or another are always necessary. In the long run, though, it works out all right.

MAY

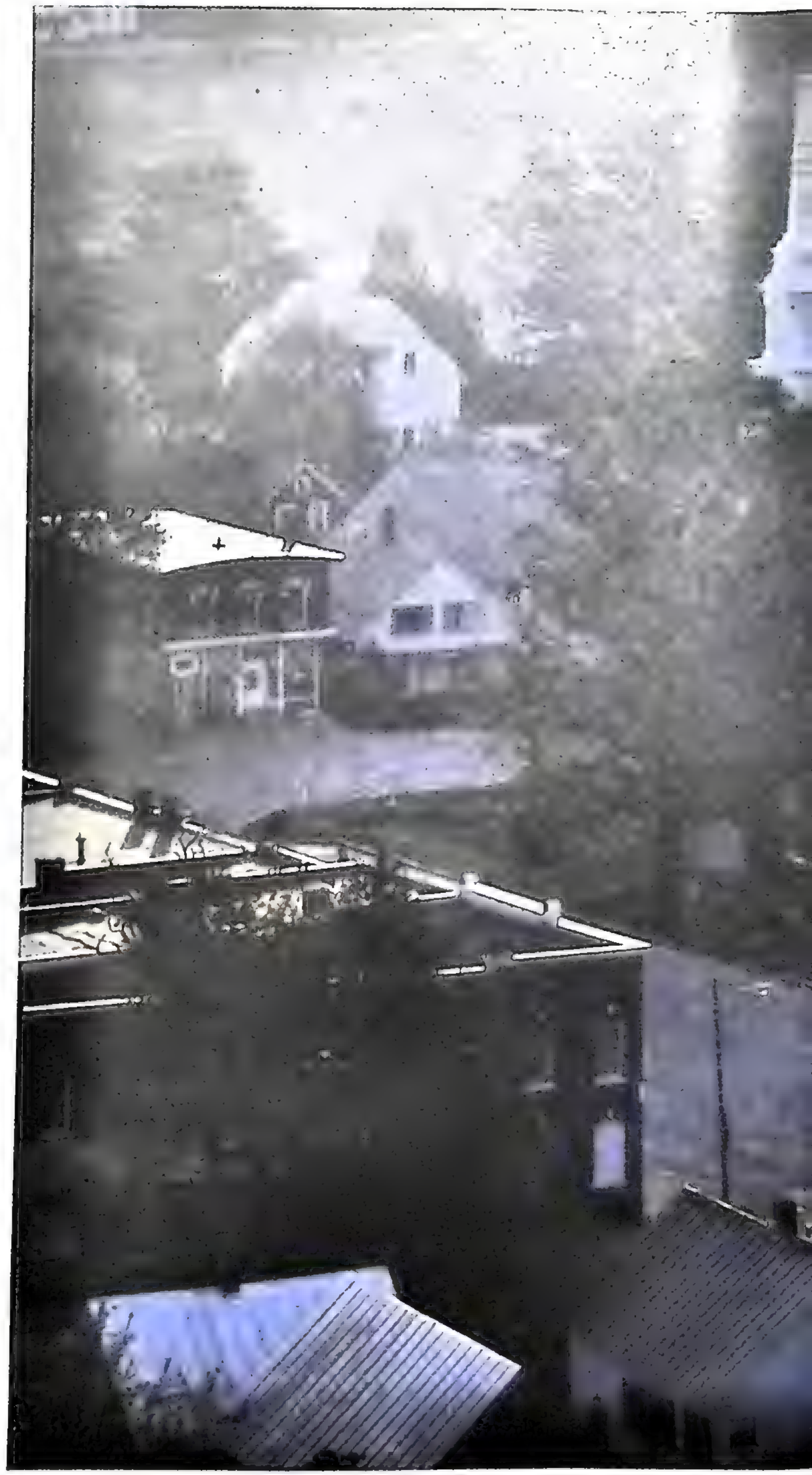
MAY has a split personality, starting off brown, ending up green. The temperature can shoot up to 75 in the afternoon, and there can be a hard frost that same night. You never know, from one day to the next, whether you'll be wearing shorts or long johns. It rains a lot, and a little snow is not out of the question, but in general the weather gets warmer and warmer. A great awakening has begun, and its momentum will not be denied. The mornings are full of bird song, the evenings alive with insect noise, spring peepers, and the powerful stink of amorous skunks flattened while crossing the highway. When the trees first start to leaf they take on a delicate pastel hue, almost as if they had been dusted with pale green chalk powder, and then they come on strong; the green explosion is irrepressible. It starts down in the river bottoms and quickly moves to high ground, working its way from south to north, up the entire length and breadth of the state. The name Vermont, from the French *Verd Mont*, means "green mountains," and seeing is believing. Of course, that Vermont is so picturesque can be a horse that some photographers, myself included, tend to ride a little too hard. So for a change of pace, I took this shot of the lead U18B on Maine Central's YR-1 preparing to depart St. Johnsbury on a fine May morning, with the Golden Arches in the background. The rails over Crawford Notch, N.H., toward Portland, Ore., where YR-1 was headed, are silent now.

JUNE

By the end of May or the beginning of June, farmers are mowing hay . . . and June in Vermont is a jewel. For train-watchers, the extra hours of daylight, both morning and evening, are a big attraction, although the sun actually rises a little earlier in April, just before the change from Standard to Daylight Saving Time. But nothing, absolutely nothing, compares with a fine morning in June.

In the early 1980's, the White River Valley was a fine place to be to see trains on the Central Vermont that went by in predawn darkness during the rest of the year. The White is the largest Vermont tributary of the Connecticut, and it flows through a landscape composed of wooded hills, dairy farms, and white villages. The photographic opportunities are almost endless, but the thing to do was to scout out a likely spot in advance and arrive on the scene just as the sun was starting to peep over the mountains. If everything clicked as it did this morning at South Royalton, you'd hear the distinctive note of an Amtrak F40PH blowing for crossings in the distance, and then, much sooner than it seemed possible, the northbound *Montrealer* would smash by in a silver blur, and be gone.

It didn't matter that the train was really only going 59 mph, or that the Amfleet consist looked like something squirted out of a tube; it didn't matter at all. At that moment, in that place, the *Montrealer* was worth every penny the taxpayers had spent on it. And then some. But there was more action coming up. Thirty to 40 minutes would pass (the CV main line lacks signals), and then the northward *Rocket*—two Geeps, 20 pigs, no caboose—would put in a quick appearance. Next on deck would be a thundering northbound freight, with four or five units hauling a mile or so of empty newsprint cars that rolled smooth as silk on welded rail, a deluxe CN caboose bringing up the rear. Finally, like an ironic exclamation point at the end of a sentence, an Alco switcher would come moseying along with a half dozen box cars and covered hoppers. This was the local out of White River Junction, a little train that would work the feed stores and elevators up to Bethel or Randolph before turning around to go home. By that time, I would be out on the river in a canoe, bouncing through the rapids.



JULY

JULY is just plain hot—hot and sultry, with no relief until the sun goes down in the evening. Vermonters like to turn in early, but White River Junction, at the intersection of I-89 and I-91, is a 24-hour town, with all-night gas stations and restaurants and a large regional post office that works a graveyard shift. There was a time when White River's railroads were a hive of nocturnal activity, but by the 1980's the roundhouses and yard offices had all been closed, and the remaining personnel worked out of the passenger depot. The Boston & Maine operator's office was upstairs, and there were usually several units idling outside, hissing impatiently now and then, or sending sudden bursts of sparks up into the black sky. All the freights passing through White River changed crews, and most did a little switching; I liked to read the names on the box cars as they clumped by slowly in the dark, banging and swaying, flanges squealing on the curves, the rails flexing up and down beneath the shiny press of the wheels, glimmering in the moonlight, shuddering to a noisy stop. Brakemen's lanterns would describe arcs and zigzags, and then, somewhere up ahead, unseen, the units would rev, and a pair of air hoses would part with a crack like a pistol shot. A few minutes later, couplers would meet with a crash fit to wake the dead, followed by the sound of slack running out in an accelerating series of dull metallic explosions until the buggy went by at a fast walk, picking up speed. Then it would be quiet again. You could smell the river close by, smooth and powerful, and the stagnant water in the ditch, and the rank weeds; it was summer. The telephone would ring upstairs, and I would think of all the other railroad towns, the busy ones and the lonely ones, out there waiting, little pinpricks of light in the vast dark fabric of the American night.

AUGUST

ON calm, clear mornings in August the rivers would generate dense fog, but it burned off by about 10 o'clock, and then it got hot, just like it did in July. What I liked to do in the afternoon was sit down under a shade tree by the railroad and listen to the Red Sox game on the radio. Or maybe just listen to the rails clank and pop as they warmed in the sun. I liked to smell the creosote oozing out of the ties while monumental white clouds inched across the sky and a faint breeze rustled the chest-high corn. If a train rolled by—like this B&M local scooting past a round barn near Wells River on its way up the River Line to Woodsville and Littleton, N.H.—great. If it didn't, that was fine too. The key to dealing with heat is not to get yourself all worked up. Just take things as they come. There is a slow wisdom in these woods and fields that runs deep, and the railroad is a part of it. A railroad track in Vermont is as plain and countrified as a preacher's mule tied up next to an outhouse, as honest as a tin dipper full of spring water. That's what you learned in August.

SEPTEMBER

SUMMER is not officially over until the 21st of September, but sooner or later you start to feel a new snap in the air. Autumn has arrived. Fields are being harvested, although this is an event that has little impact on Vermont railroads. Since the demise of the milk trains in the 1950's, virtually no Vermont-grown agricultural products move out of the state by rail, and the milk traffic was not seasonal, in any event. The largest Vermont crops by volume are hay and corn silage, most of which are consumed—by dairy cows—on the farms where they are grown. Cows are also fed grain, and while I have not seen statistics on this, I suspect that a big registered or grade Holstein, during the course of her lifetime, can make a pretty fair start at eating her way through the contents of a hopper car. The horses, sheep, goats, hogs, chickens, and pets of Vermont eat a lot of feed too, much of it brought in by rail, as are fertilizer, lime, and implements. Altogether, it makes a not inconsiderable traffic—perhaps just a drop in the bucket compared with that hauled by Midwestern roads, but nothing Vermont railroads would want to do without.

I would point out, too, that the influence of agriculture on Vermont is felt in ways other than economic. The harsh realities of life on hardscrabble hill farms shaped the character and world view of generations of Vermonters. To what extent this remains important in the 1980's is debatable, but the effect of agriculture on the land itself is plain to see. The clearing of the forest for farms amounts to the most significant change wrought upon the Vermont landscape since the coming of the white man.

Today many of those rocky fields and pastures have reverted to woodland—it's hard to walk through the woods without coming across old stone fences and cellar holes—and it is the present patchwork of forest and cleared land, set against the backdrop of the omnipresent mountains, that gives Vermont its distinctive visual flavor. This is, or should be, of interest to train-watchers, since it constitutes the primary physical setting for Vermont railroads, as exemplified by this scene at Newport Center, across the hill from Lake Memphremagog, wherein a CPR freight from Montreal is about to enter a broad horseshoe curve and climb a steep grade. Such a setting is a pleasure to behold, in September or any other time of year.

OCTOBER

OCTOBER can be as crisp and sharp as hard cider, or it can bring long rainy spells, putting a damper on fall foliage. Or the nights might not get cold enough, which also tends to spoil the colors. Or there can be a big windstorm, stripping the leaves off the trees. To tell the truth, Vermont's legendary foliage is a disappointment more often than it's a success, but October is still precious—a lot of people say it's their favorite month—and I am not sure why. In the natural order of things, autumn is the season of death and dying, yet we do not respond to it that way at all.

But, winter *is* coming. You can feel it in your bones, especially as you get older . . . and Vermont railroads are at the time of life when they may not see many more springs. There is no need to elaborate on how this came to pass—it is a story that has been repeated, with minor variations, throughout New England, the Northeast, and the rest of the country. Gone is the optimism of the late 1970's and early 1980's, when the Boston & Maine was emerging from bankruptcy and the Central Vermont was acquiring a new image. And little roads, such as the Lamoille Valley—whose eastbound Alcos passed a pumpkin-filled garden plot at Sheldon against some of those disappointing fall colors—were rebuilding long-neglected rights of way.

But all that was just a brief episode of Indian summer, as fleeting as the last swallow of the year, skimming over a pond. The decline resumed, to the point where dispassionate observers can visualize a Vermont without any Class I railroads left at all, and maybe not even any short lines. Delaware & Hudson and Maine Central have already bailed out, and CPR shows signs of doing the same. CV, as you may recall, was put up for sale, but there weren't any serious offers. And Guilford, a wild card during its short existence, has consistently done the unexpected.

Predicting the future is always risky. When "everyone knows" the outlook is hopeless, that may just be the time to look for unanticipated developments. Or maybe not. Maybe the experts are right. Regardless, remember this: Vermonters have a history of overcoming adversity. Often it has made them stronger, and I wouldn't really be that surprised if the railroads bounced back. Anything seems possible in the golden days of late October, when the wood is all split and stacked in the dooryard and the sun shines down upon the mountains.

NOVEMBER

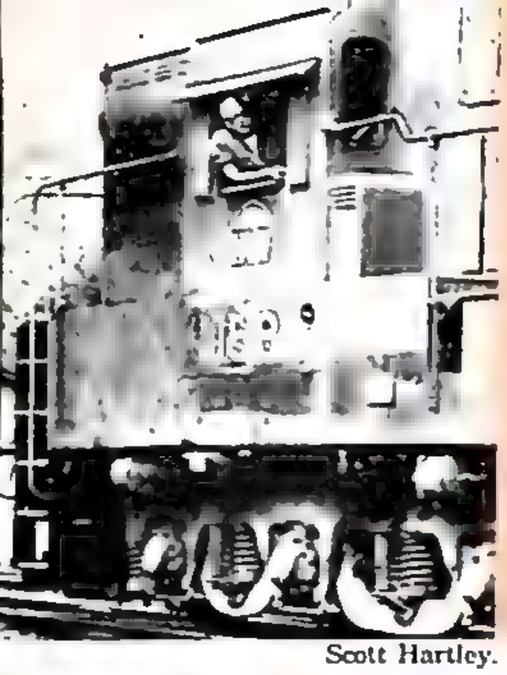
WHATEVER it is that makes October so fine is pretty much gone by November. November is brown stubble fields, cold drizzle at dusk, a skim of ice on puddles in the morning. Hunters are in the woods, and the bare-branch trees reveal the essential form, the naked bones of the ridges. There is not an ounce of fat left anywhere on the land . . . but I'll tell you something odd about November. As I look through my collection of Vermont railroad photographs, I find that I took more good pictures at this time of year than almost any other, despite the cold . . . which can be seen here, in the breath of the cows huddled together, oblivious to the passing southbound B&M freight at Westminster Depot. I don't understand November. I remember it as full of doom and gloom, but the pictures show something else. Maybe this was the real Indian summer. If so, it didn't last long, and when you saw those trains rolling down out of Canada with snow on the roofs of the box cars it was like a chilly glimpse into the future.

DECEMBER

AND so November merges into December, seamlessly, as the season unravels toward the shortest day of the year, and one morning you'll wake up to 6 inches of snow on the ground. It'll be there in the evening, and you—and the crew with the elderly B&M GP7 switching feed stores at Bradford—know that it is not going to melt anytime soon.

The finality of winter is autumn's legacy. It gives meaning to the promise of spring and the dog days of summer, and the cycle of the season is without end, solid and dependable. There is a rightness to it, a sense of the grand design. For time out of mind, these ancient hills have endured the weather. Railroads have only been around a little while, and must ultimately pass away, but for as long as flanged wheels continue to turn, anywhere in Vermont, the great theme of the railroad and the landscape will work its spell on those with eyes to see. I

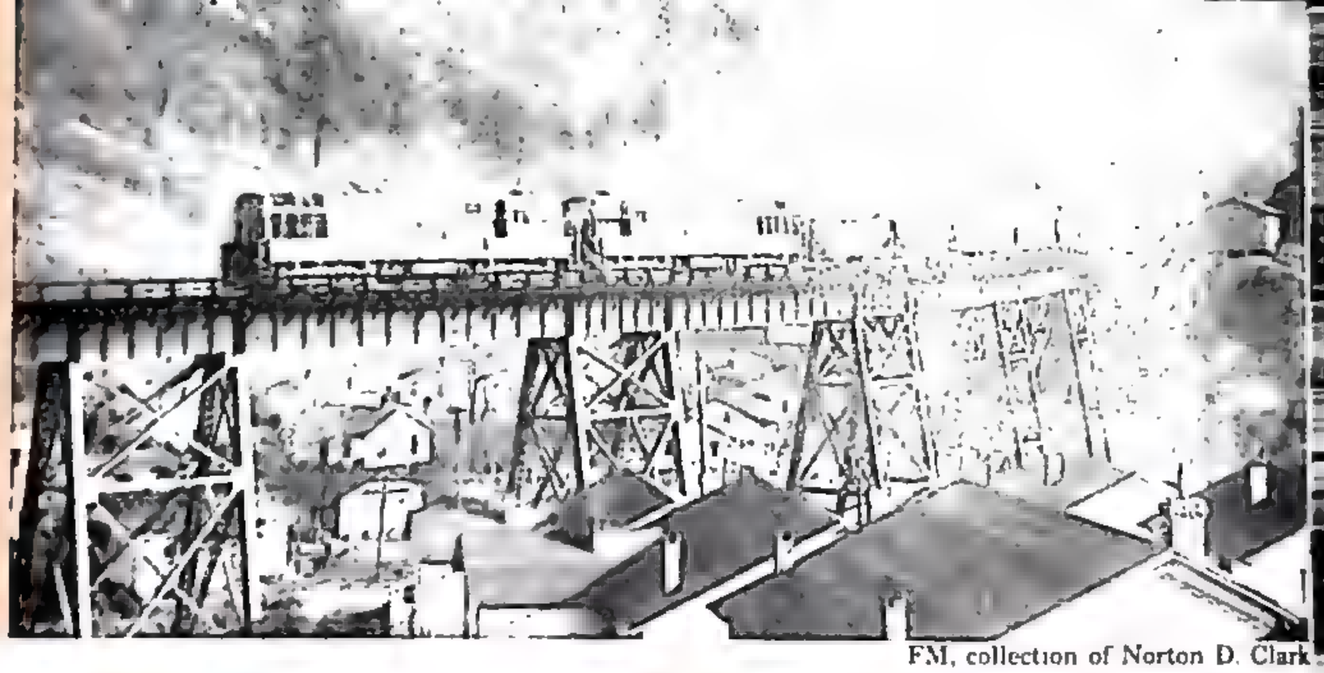
BEN BACHMAN, a professional free-lance writer whose byline has appeared in TRAINS *over a dozen times since 1973, mostly about New England, relocated to Seattle in 1984, where he continues to watch trains ("Seattle Nights," December 1985, and "West of the Divide," June 1986). He notes that western Washington and northern New England are similar. "Both places are heavily forested, damp, intensely mountainous, close to the ocean, and close to Canada. The main thing I miss is the variety of the seasons; around Puget Sound it doesn't get very hot or very cold—but if I want snow, all I have to do is drive up to Stevens Pass, which takes about 90 minutes."*



Scott Hartley.

AGAINST THE ODDS

PART 2



FM, collection of Norton D. Clark

EX-VIRGINIAN H24-66 in home territory at Mullens, W. Va., on N&W; and sisters bridge Slag Fork for first owner in April 1955.

Train Master triumph, Speed

ROBERT ALDAG JR.

1 FOR minority diesel-electric locomotive builder Fairbanks, Morse & Co., the numbers were there to be counted in 1951. FM, whom I served in the locomotive sales organization, had been too late to the party with its standardized C-Line series of carbody units, but we were ready and willing to stay in the game, and the Association of American Railroads' monthly statistics for steam-operated railroads listed the numbers of serviceable steam locomotives still in ownership.

Aggregate tractive effort of those steam locomotives was listed too, and we had a method for estimating how much diesel-electric locomotive tractive effort, and approximately how many units, would be required to replace the remaining steam power. By factoring in the production capacity and the past market shares of the four builders, a relatively clear picture of the remaining market emerged. It was simple forecasting, and FM updated its figures every month.

FM'S BEST EVER

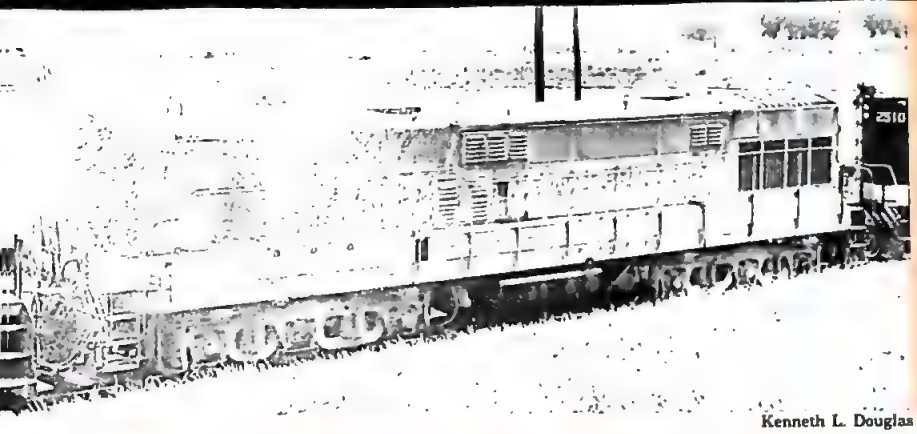
Yes, the numbers were there, and one set of numbers settled the debate about horsepower per driving axle. FM had sold 176 2000 h.p. freight units—Erie-builts, H20-44's, and C-Lines. All other freight power, and a fair part of the passenger power purchased between 1945 and 1951, had been either 1500 h.p or 1600 h.p per four-axle unit, *i.e.*, 375 to 400 h.p. per axle. No one was standing in line to buy FM's high-powered four-axle units for freight service.

Yet there were those remarkably successful demonstrations in 1950 on the New York Central, the New Haven, and the Long Island, which had shown what a single 2400 h.p. diesel-electric unit could do. And two 2400 h.p. units, having a total of 12 driving axles, would be the same as three conventional 1600's. That much was feasible technically, and for any remaining really big horsepower jobs yet to be dieselized, blocks of 2400 h.p could hit the 7200 h.p. mark, even 9600 h.p., with fewer units per locomotive. The concept had everything. It encompassed all that FM had intended to have in the Erie-builts—a single model for every kind of train-service need. And then, of course, there was the fact that FM had the only 2400 h.p. diesel engine in the business. Every marketing, strategic, and engineering consideration was positive.

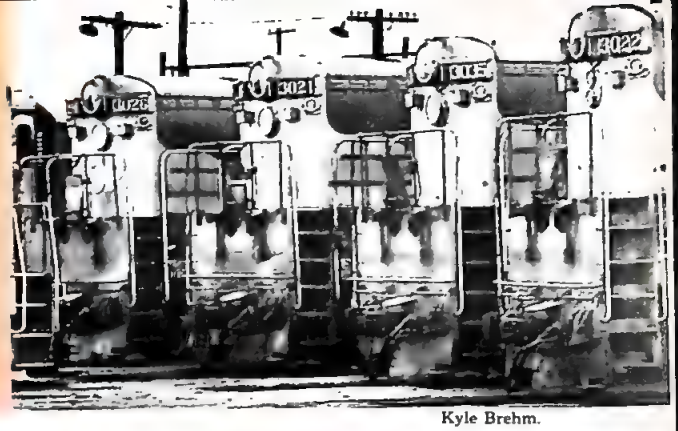
So in 1951, FM's Railroad Division requested that funds be appropriated to develop an H24-66 locomotive.

That was in the fall, and work began at once. But even as the specifications began to take form on the drawing boards, even then the full significance of the event remained largely unnoticed in the day-to-day conduct of business . . . until George S. Cohan came on board in March 1952 from the

CNJ H24-66's. Frank J. DiFalco; collection of Jay Potter.



Kenneth L. Douglas



Kyle Brehm.

CNO&TP Train Master splices a pair of SD24's in Louisville in 1964; and Espee TM's wrap up California commute years in 1975.

Merchant flop, OP paradox

"Glory stands beside our grief"
—Confederate monument in Florence, Ala.

world of advertising. He took one look at the new locomotive and went to work.

George read the appropriation request arguments and all the internal memoranda, including the one to the salesmen entitled "Why the H24-66?" In about a week, he was back with what he wanted to do. He had mapped out a campaign for a series of ads and sales literature . . . but there was one thing missing—the locomotive had to have a name. He talked of its immense size and of its ability to do big things; inevitably, the legend of Paul Bunyan came into the conversation. That wasn't it, but what did Paul name his blue ox? Babe? No, that wasn't what he had in mind either.

He wanted something striking, a name that would ring true and that would be easily recognized without explanation. A fellow said that the name ought to say that it is a "take charge" locomotive, the top of the line, the master of its craft. It would be a terrific road locomotive, so how about something like Road Master? Try Train Master. All the connotations were on the plus side. The advertising man was sold—and the H24-66 had its name! [Ed. note: Remember, it's two words, Train Master, not trainmaster.]

That was in April 1952. By June, George had in place and running perhaps the most effective, most widely noted promotional campaign in the annals of dieselization. Central to the advertising were the creative montages of Francis Chase in which, month after month, were those sublime representations of the kinds of transportation of people and goods that trains could do best and that the Train Master was designed to do in a more effective way. There were 12 of those pictures, the last of which appeared in June 1953 just as the first two demonstrators,

TM-1 and TM-2, resplendent in their circus-wagon paint jobs of red-yellow-and-black, rolled onto the track exhibit at the AAR Convention in Atlantic City.

At last, railroadmen could get a look at the real thing. And they did stand in line to do just that. So effective had been George's campaign that one Pennsy executive was heard to remark that if the Train Master was half as good as the promotion work, then FM surely had a winner.

The real thing was, indeed, a winner. From the rails to the roofline it showed that the lessons of the first 9 years and of the 18 other FM locomotive designs had registered. The power plant, the auxiliaries, the arrangement of equipment for easy access, the structure, the trucks, and above all, that well-balanced block of 2400 h.p. said more than the ads could ever convey. Here was a solid locomotive of which railroadmen could wholeheartedly approve.

What was it like to sell them? Well, there had never been anything quite like it. For FM, anyway.

We were selling into what was, by then, a sophisticated market. We were after a big slice of the business that remained when dieselization was very far advanced and railroad managements knew exactly what they wanted. These men weren't in a hurry anymore; the remaining steam power was relatively modern, and replacements were being keyed to when major repairs of the steamers would fall due. The idea was to get road locomotive orders where we had never scored before—and to do *that*, we had to have the right product. Imagine, if you will, the positive deep-down thrill when the reactions of railroadmen began to tell us that the Train Master was right!

It's hard to say when we first realized that. We talked with Southern Pacific in August 1952, and SP's people didn't say no. But they didn't say yes until TM-3 and TM-4, the "western" demonstrators, had gone through their paces over most of their lines in fall 1953.

The vote for when realization occurred has to go to that famous first order for 10, from the Delaware, Lackawanna & Western. Lackawanna was a carefully managed road, already feeling the squeeze that eventually led to the merger with the Erie in 1960. DL&W's mainline power was all EMD, and the road was at the end of its dieselization—not exactly a prime prospect for FM. Except, it was as if Lackawanna had written the "Why the H24-66?" memorandum for us back in 1951. The Train Master was exactly what DL&W needed to wrap up dieselization. With that order on the books before ever a Train Master hit the rail, FM went to the Atlantic City convention confident of success. (Lackawanna also took 6 H16-44's.)

At Atlantic City, FM met the Virginian Railway's executives. It turned out that they had come to Atlantic City with the Train Master in mind. Virginian was all steam and straight electrics then, the complete opposite of the Lackawanna. Virginian and its neighbor, Norfolk & Western, were among the last major roads to dieselize, and they made the most of the buyers' market that prevailed. They were not beginners at buying capital equipment, and they made it a hard-sell situation for all the builders. But it is fair to say that FM was confident that it would get the VGN order. No one else could really touch the Train Master's suitability for that major coal-hauling road, and it was apparent, from the introductions at Atlantic City right down to the day they placed the order, that the Virginian people wanted those FM 2400's. Their order for 19 Train Masters and 6 H16-44's, 52,500 h.p. in all, was FM's second largest single order for diesel locomotives.

It was almost in the same week that Southern Pacific signed on the dotted line to buy TM-3 and TM-4 and 14 more just like them. The Train Master was off to a fast start, and FM was on a roll.

Southern Railway was well along the road in its somewhat revolutionary move to build its profitability on the ultimate economies that could be extracted from mass transport by the railroad train. The appearance of Southern's Big John 100-ton capacity covered hopper cars for grain movement may be recalled as epitomizing what Southern's management, led by those two dynamos, D. W. Brosnan and Stanley Crane, intended. It would take big power at the head end to do what they planned, and the Train Master came on the scene at about the right time. Southern ordered five for the "Rathole" Division between Chattanooga and Cincinnati, and it was during one of the pre-order meetings that FM heard it directly from Brosnan, who said, "You fellows are on the right track with this locomotive."

Over on the Reading, Paul Gangwere bought Train Masters for about the same reasons, but with a different twist. Gangwere was a tractive-effort

Ralph Gregory Turn.

FAR from its Kingston, Ont., home in Kettle Valley territory, multi-striped Canadian Pacific H24-66 No. 8905 and an H16-44 drill hoppers at Trail, B.C., on October 5, 1971.

[illegible] schooled in the task of moving heavy road trains. His first priority was to get those six driving axles on each unit—and for a while, there was even some discussion of a Train Master slug to add another six drivers to the same power plant. Although the power to move his trains faster came second in Gangwere's interests, Train Master's 2400 horses turned in a performance that exceeded his expectations. Gangwere gave FM a repeat order, and Reading bought 17 in all.

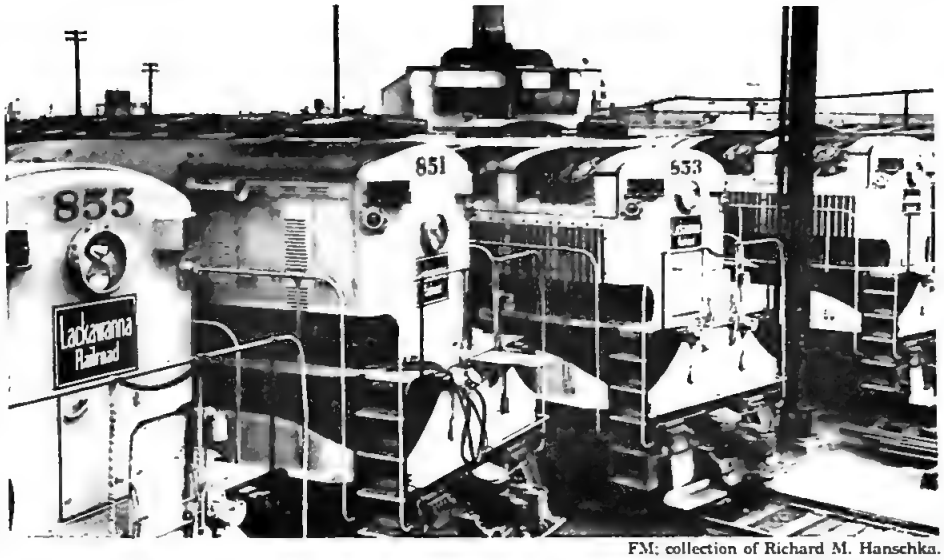
Jersey Central needed new big passenger power for Jersey City-Philadelphia "clockers" in competition with the Pennsy in that busy passenger corridor, and in the Train Master it found a unit that could double over in freight service. TM-1 and TM-2 had demonstrated that to them, and their next-door neighbors on the Lackawanna were reaffirming it every day. CNJ had to have high speed, so it bought the only Train Masters ever to be geared for a top speed of 80 mph. FM was a little surprised that it was necessary to modify the truck body bolster system to provide some resilience to damp out shimmy at high speed, but other than that relatively minor change, the Train Masters met all expectations on Jersey Central, and it bought 13 in all.

The Wabash Railroad, home of hot "redball" time freights, had not considered FM to be an eligible supplier of mainline road power until hosting the Train Master demonstrators, TM-1 and TM-2. Wabash bought that pair, and a year later ordered six more. A customary Wabash application was to splice a single Train Master between EMD F7's on the Hannibal Cut-off, the freight route between Decatur, Ill., and Moberly, Mo.

Pennsy took nine, tagging their order with a delivery schedule guarantee, all during a severe allocation period in the steel industry. That contract obligation sent FM into the secondhand steel market where it found suitable used structural steel with which it could build Pennsy's Train Master underframes . . . on time.

In Canada, CP's 21 and CN's single example made the total 127 units, a figure that seems so small as to belie the story. This is one of those cases in which the sum of the parts is really greater than the whole. In a tightening, declining market, FM had been able to go where it had not been able to go before: Lackawanna, Virginian, Southern Pacific, Reading, and Wabash. FM had had the right locomotive at the right time!

Alco thought so—it rushed to put its V-16 model 251 engine, then rated at 2250 h.p., into a six-driving-axle road-switcher. General Electric, after years of absence, reappeared at FM's door to sell FM electic transmissions and control gear for this new locomotive.



FM; collection of Richard M. Hanschka.

LACKAWANNA constituted a textbook case for the Train Master, employing 10 as dual-service units to wrap up road dieselization otherwise effected with EMD power.

It was probably Virginian's specifying GE equipment on its Train Masters that acclerated Westinghouse Electric's exit from the heavy traction business a year later. By then, the Train Master was almost as important to Westinghouse's heavy traction business as it was to Fairbanks, Morse & Co.'s locomotive business. A great deal in the fortunes of some major segments of the industry turned on the success of this locomotive.

CUSTOM BUILDING

FM's two home roads in Beloit, Milwaukee Road and Chicago & North Western, did not buy the Train Master, but they did buy what for them was the next best thing—a lower powered derivative of the Train Master. This was the new H16-66, which inevitably acquired the unofficial name "Junior Train Master" or "Baby Train Master." Both railroads had much light trackage, miles and miles of secondary lines out across the grain belt where axle loadings had to be kept to around 50,000 pounds or less. It couldn't be done with a B-B hood unit, and because the traffic on those lines was substantial at times, the locomotives had to have all weight on drivers. Such locomotives, then, had to have the C-C wheel arrangement.

In 1950, FM had, at C&NW's request, modified its old-style H16-44 design to the H16-66 configuration. It amounted to a custom design; however, except for the six-motor switch gear and the small changes to the underframe for the six-wheel trucks, FM got by with its standard H16 unit. The truck had already been designed, being the one Baldwin had used for its various C-C units. It was a truck that looked, and rode, like something that had been rescued from a steam locomotive tender, vintage 1930. But C&NW was satisfied with it and purchased 25 of those H16-66's, not such a bad deal for FM.

In the Train Master era, Milwaukee Road came to the time for dieselizing its branch lines, so in response to that need, FM scaled down the Train Master to create the new-design H16-66. C&NW bought some of those as well, and FM even found niches for two others, with Tennessee Valley Authority at its Gallatin (Tenn.) installation, and Aluminum Company of America at a southern Indiana coal mine. Thirty-four of the new H16-66's made a nice extension of the business generated by the basic Train Master design, so the combined total of 54 H16-66's made it FM's best shot at custom building for special needs.

Our final gamble in the never-never land of custom building—Speed Merchant locomotives for American Car & Foundry's Talgo trains for the New Haven and the Boston & Maine—was ill-advised. The locomotive itself was a technical triumph of which any builder would have been proud. Under the aegis of J. K. Stotz—FM's venerable and highly talented chief engineer whose hand can be seen in every FM locomotive model except the Erie-builts and the C-Lines—the gang that designed the Train Master, working closely with some very dedicated people from GE's Locomotive and Car Equipment Division at Erie, created a locomotive that was both diesel-electric and straight electric, capable of making the entire run from Boston straight into Grand Central Terminal, New York. Each locomotive had a single 8-cylinder OP en-

gine which operated in nonelectric territory at a constant speed of 900 rpm, which corresponded to the 60-cycles in the A.C. train power system. At that speed, the minimum power available for traction was 1200 h.p. with all auxiliaries fully loaded. The engine drove:

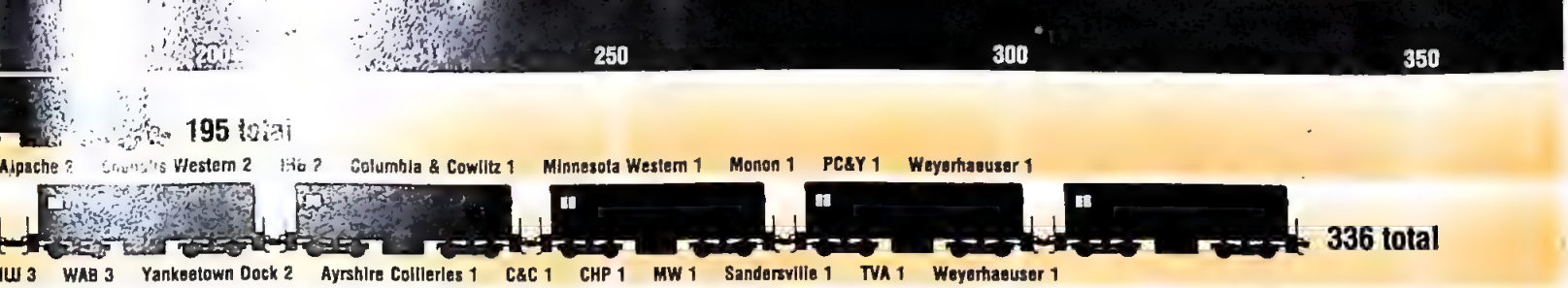
- The main electric generator
- A D.C. generator supplying power for radiator fans and traction motor blower motors
- An alternator supplying 60-cycle power for the train's heating, air-conditioning, and lighting
- A 75-volt D.C. generator for locomotive auxiliaries and controls
- The air compressor.

An over-running clutch between the main generator and the next generator isolated the engine, when it was shut down in third-rail territory, from the equipment that continued to operate. On third-rail power, the fan generator was connected as a motor to drive the alternator, compressors, and the 75-volt generator, the traction-motor-blower motors being connected directly to third-rail power.

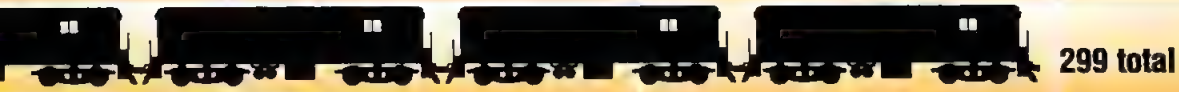
It was a very neat package which met all of the customer's special needs exactly. But it was a commercial flop.

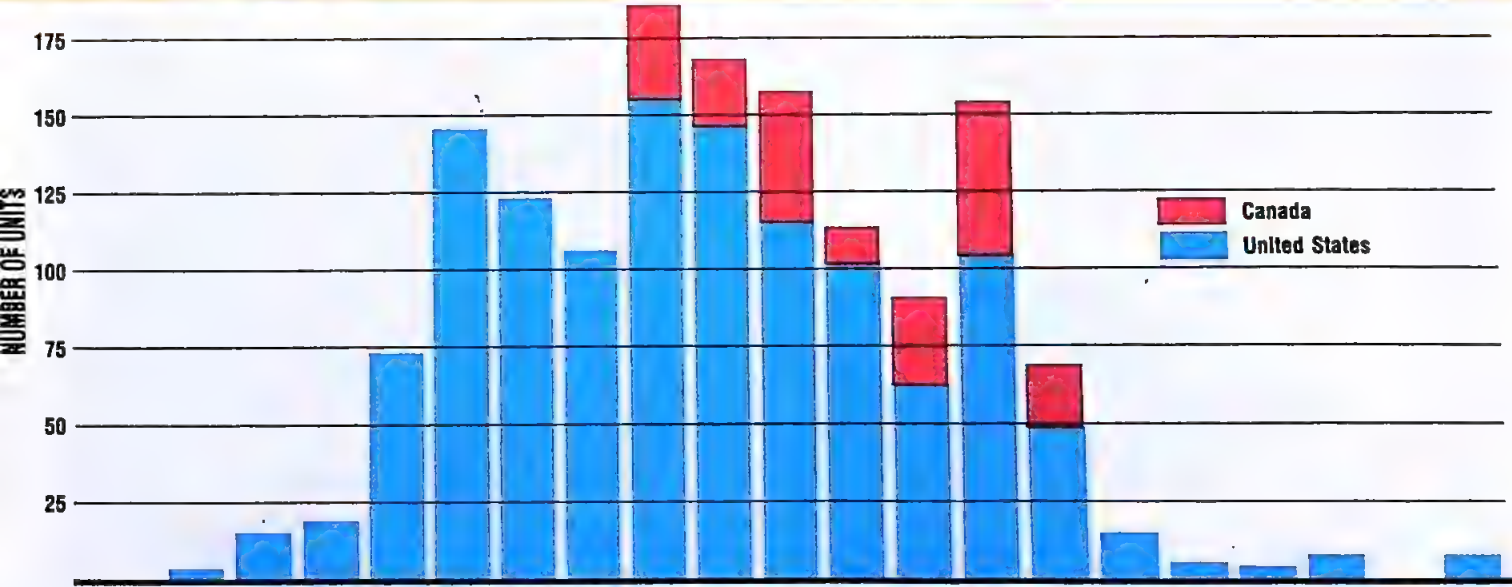
Only two such trains were ever built, leaving FM nowhere to go with its dandy little model P12-42. This was FM's worst misreading of the market. New Haven, for all of Patrick McGinnis's publicity, could not actually adapt the unit passenger trains of the Talgo type to its service area. What NH needed was a full-sized locomotive like the Train Master to take its conventional trains directly into Grand Central. We were prepared to follow through with an adaptation of the Train Master unit which could operate from the 600-volt, D.C. third-rail power. However, FM was having a corporate raid problem of its own and had not the financial resources to extend supplier credit to the financially beleagured railroad. So FM saw that business go to EMD, which built modified FP9's—FL9's—to meet New Haven's specifications. FM had lost its stake; its investment in developing the Speed Merchants was down the drain.

It is apparent, then, that as a locomotive builder, FM broke some rules of the game and paid the price. If a freight A and a passenger A are two distinct models—and to the production people on the shop floor they really are—then in selling a total of 1460 diesel-electric locomotives between 1944 and 1963, FM produced something like 29 models in 5 recognizable groups. Within these



26,264 opposed pistons





	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	Total
H10-44	2	11	11	13	63	80	15														195
H12-44							18	51/10	76	61	13	11	36/20	29	10			1			336
H12 DERIVATIVES								18	4	8			3								33
H20-44				13	26	11		33	6	6	1										96
ERIE-BUILT		3	7	46	45	10															111
C-LINE							49	22/2	28/18	-/34	-/12										165
H15-44				2	11	22															35
H16-44							24	48	28		40	33/28	34/10	11/20		5	3	7		8	299
H16-66								6	8	17	10	10	6		2						59
H24-66										31	37	8	25/20	6							127
P12-42														2	2						4
Totals	2	14	18	74	145	123	106	160/30	146/22	115/42	101/12	62/28	104/50	48/20	14	5	3	8	0	8	1460

TRAINS: George A. Gloff.

FOUR linear feet and 800 h.p. shy of their inspiration, North Western Baby Train Master H16-66's gather for graduation portrait.

groups were the "families" of interchangeable components and subassemblies, the largest such group by far being the one that embraced the C-Lines, the Train Masters, and the later versions of the H16's. The count doesn't include the cost reduction revisions that flowed through engineering and out to the shop floor periodically.

Whatever justifying causes I have mentioned, to have fallen into such multiplicity was a contradiction of the production principles that the market demanded. Good production runs were few and far between. It was a circumstance that FM endured as the means of selling the OP engine for locomotive duty.

THE OP ENGINE

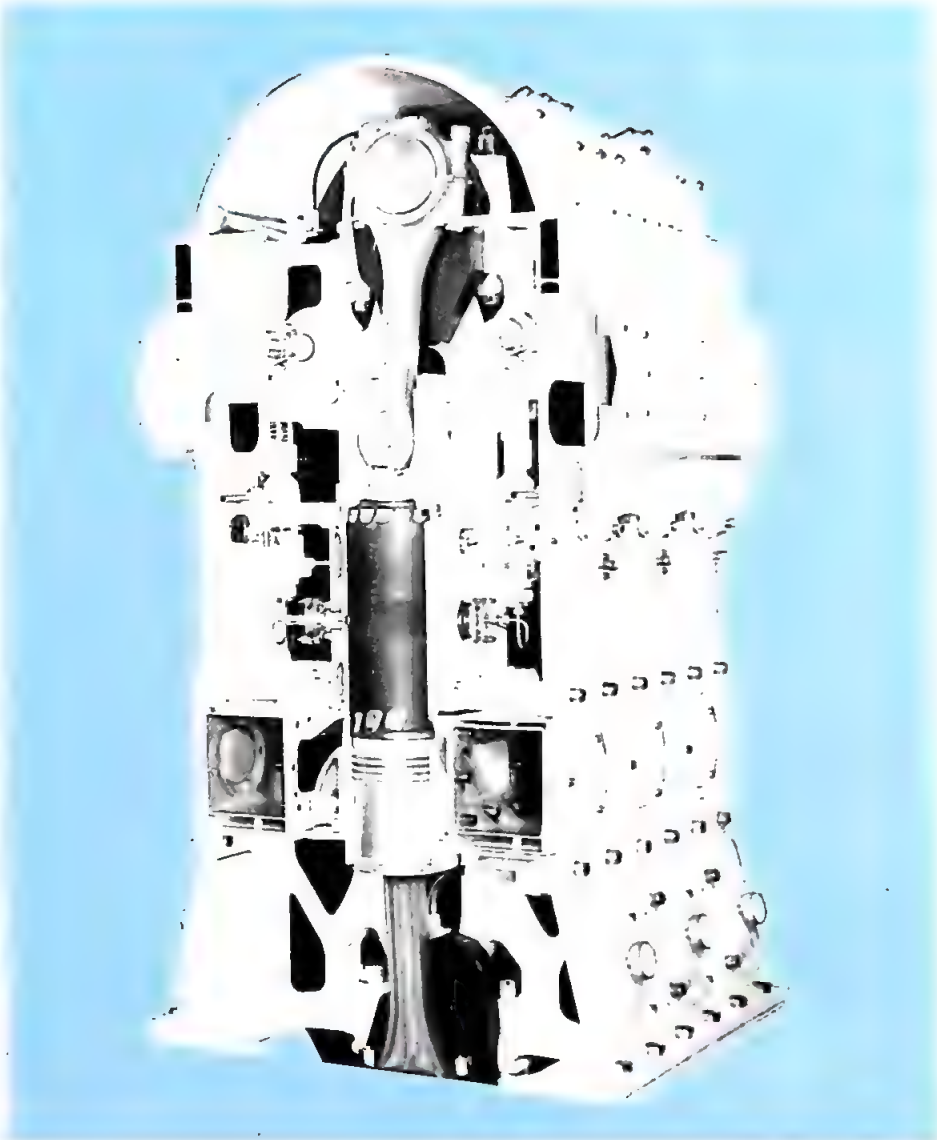
So at last, we come to the heart of the matter—the opposed-piston engine. Make no mistake: the Model 38D8-⅛, the OP used in the FM locomotives, was one sweet piece of machine design. In that respect, as refinements such as counterbalanced crankshafts and breakthroughs such as solid aluminum alloy bearings were adopted, the OP became better and better as the years went along. It was a mechanically stable and smooth-running engine. A favorite salesman's demonstration of that for visitors to Beloit was to stand a nickel on edge on a surface of an OP that was roaring away at full power on the test stand. The coin always stayed put indefinitely. The soundness of its mechanical design undergirded endorsement by the Navy. At the Navy rating, it was a very comfortable and reliable engine to have on a boat.

But these internal-combustion engines had other chores to perform. One of those chores was to endure for long periods of time the peak temperatures and pressures of the diesel engine combustion cycle. For convenience in quickly calculating the order of magnitude of these imposed stresses, it was, and probably still is, customary to use the index called "brake mean effective pressure." This comparative number, easily calculated, was derived from the horse-

FM; TRAINS collection.

IF articulated, low center-of-gravity, lightweight streamliners had caught fire, the dual-power-availability, constant-rpm, 1720 gross h.p., B-2 Speed Merchant would have been a blessing for Beloit. Alas, market expired after production run of four units.

FM; collection of Jerry A. Pinkepank.



FM; TRAINS collection.

OP 8⅛×10-INCH ENGINE: "The problem was that to exchange a power assembly [cylinder liner and two pistons] it was necessary to remove the upper crankshaft."

power rating of the engine, its bore and stroke, and the speed—revolutions per minute—at which it operated. Conceptually the number was equal to a constant pressure throughout the entire stroke of each piston that would develop the brake horsepower of the engine, ignoring small extraneous factors such as friction and the power required to run the camshafts and pumps and air blower. The brake mean effective pressure, or BMEP, of the OP in Navy service was about 85 pounds per square inch, or psi.

Like all convenient indices, the BMEP number is a comparative figure, and it does not express absolute conditions. The temperature and density of the air as it enters the combustion chamber, the amount of heat of combustion transmitted to the engine's cooling system and the means by which that heat travels to the cooling system's final heat exchangers, and the temperature at which the fluids of the cooling system are maintained, are all important factors in the equation between engine rating and engine power assembly life. So now let us look at how some of these factors stacked up as FM sent its first Erie-builts out west on the Union Pacific with its Navy-proven OP's on board.

To begin with, the rating of the 10-cylinder OP on the Erie-builts resulted in a BMEP of 95.2, an increase of 11.8 per cent over the Navy rating. In that same period, the EMD Model 567 was rated on E7's at approximately 77 psi BMEP, on FT's at approximately 77.9, and on F3's at approximately 86.6.

As to operating conditions, the Navy engines operated either by snorkel or when the boat surfaced, but always at sea level where the air for combustion was always nice and dense. On Union Pacific, the locomotive could be a mile above sea level with air temperatures much hotter and humidity much lower than in the marine operations.

And then that same low-density, hot, dry air was the final heat sink for the waste heat of the locomotive engines, whereas on the boats the final heat sink was always the relatively cool and nearly inexhaustible supply of sea water. Navy cooling system cost and space requirements, even on crowded submarines, had to accommodate the criterion that the power plant operating conditions must always be under the absolute control of the boat's crew. On the locomotive, the criterion would be less absolute, perhaps adequate for the hottest day—and in that word "adequate" the engineers, faced with the inexorable limits of cost, weight, and space, had to allow themselves some latitude as to how hot the engine might be on that hottest day up there on the high plains, or on the Mojave Desert, or across the desolation of southern Utah and Nevada. It is the sort of judgment call required of every builder of land vehicles powered by internal combustion engines, and when compared with Navy applications, it is a different ball game altogether.

A BMEP of 95 may seem pretty tame today, but in the context of 1945 it was fairly high. Test-stand work at Beloit had confirmed engine performace at that rating; FM wasn't flying blind, but it was getting ahead of the pack! The 567B engine, for example, rated at a BMEP of 86 or 87, was EMD's staple item until it introduced the extensively researched 567C in 1954, with BMEP ratings slightly higher than FM's.

But the piston duty in the OP was always made more severe at *any* BMEP rating than in other engines by that much-advertised virtue of having no cylinder heads. The bottom row of pis-

tons, which powered the lower crankshaft, doubled as the exhaust valves by opening the exhaust ports in the cylinder walls at the end of the power strokes. The significance of this is that in all other 2-cycle engines the pistons open the intake ports to admit fresh air, a duty performed in the OP by the upper crankshaft pistons. To whatever degree pistons in conventional 2-cycle engines, or OP's upper pistons, were cooled by the fresh scavenging air that swept in to the cylinders at the moment the intake ports were open—that cooling cycle did not occur on the lower pistons of the OP. On the contrary, the lower pistons of the OP were swept by the very hot exhaust gases flowing out through the exhaust ports. This may sound like splitting hairs, but don't bet on that. The lower pistons of the OP were where the game was won or lost—always. FM literally had the hottest piston in the business.

The dual cooling systems of the Erie-built, and of the first Beloit-designed locomotives as well, were specified by FM with the objective of controlling the temperature of the oil that cooled those lower pistons. By having the separate system, the oil temperature control was isolated from the system that cooled the cylinders and the exhaust manifold. It was a nice feature, but it did not address the weakest link.

The pistons used in the Navy engines and in the first engines to go into locomotives had a thick, heavy crown. The temperature difference between the surface exposed to the combustion temperatures and the surface in contact with the cooling oil was a relatively high figure for the amount of heat to be conducted through the metal. At sustained 8th notch throttle operation out on the Union Pacific, the temperature of the top surfaces of the lower pistons exceeded what the metal could endure, and the pistons failed. Cylinder liners were damaged and the blow-through of combustion touched off crankcase explosions. It went beyond Navy's "FUBAR" (fouled up beyond all recognition); it was stark failure.

Of course, FM made immediate changes in the design of the piston and in its metallurgy, and the problem was sharply alleviated, but not entirely. It was not an easy problem to solve, and as the pistons became more durable, longer periods of time elapsed before a finite measure of piston life expectancy could be confirmed. So it was that perhaps 7 or 8 years went by before FM was certain that it had a piston that would endure at the locomotive ratings, and in competitive locomotive assignments, for long enough periods of time to erase or minimize an inherent disadvantage of the OP that had been there all along.

The inherent disadvantage of the OP as a locomotive engine was that it was an opposed-piston engine. That is not double talk, and it is not saying that the opposed-piston principle gave inferior diesel engine performance per se. On the contrary, the OP had a slight edge in that respect. The problem was that to exchange a power assembly—that is, to replace a cylinder liner and its two pistons—it was necessary to remove the upper crankshaft. To do that, the maintenance people had first to move the locomotive so that it was under an overhead crane. Next they had to remove the roof hatch, and then they could proceed to remove the entire upper crankcase of the OP engine. After that, the mechanics could then remove all of the main bearing caps, all of the connecting rod caps and the camshaft drive chain, and then they were ready to lift the crankshaft out of the engine. Having done all of that, they were then ready to begin to remove one or more power assemblies and install the new ones. And then they faced reassembling all that they'd disassembled.

Where the OP was the only engine type, or nearly the only engine type, to be maintained, the shop people soon became expert in doing all of this, and they planned for the time to do it. In such circumstances, rare for FM in the locomotive world, the power assembly change-out tedium was tolerable. But where the OP was in a mixed pool, where EMD's 567 engine was the pacesetter for quick access and fast power-assembly changes, it was just not in the cards for the Fairbanks-Morse locomotives to be given any priority or for there to be any deliberate scheduling to expedite OP engine work of that kind. A maintenance shop foreman's function was to supervise the deployment of his men so as to assure that the required number of locomotives were ready to go on time. By definition he had to assign his men to make ready the units that he was sure could make the turn. At hot spots like NYC's Harmon or Southern's Chattanooga or Santa Fe's Barstow, to name only three, an FM arriving in need of a power assembly change simply did not fit into the pattern. To minimize that, FM had to have power assemblies that would endure for a year or more.

Couple that statement with the history of the piston in the first 7 or 8 years, and the outline of the central problem in FM's locomotive venture comes into focus.

A quietly watchful General Electric, which had been very close to FM's experiences on the Erie-builts, turned to the supercharged 4-cycle Cooper-Bessemer engine for its own entry in the U.S. diesel market. Long before GE had revealed these plans, though, the firm had declined to consider FM's Model 38F 5¼×7¼, rated at 75 h.p. per cylinder, on a smaller line of locomotives for the export trade. GE had understood the fundamental need in railroad service for the simplest possible access for power assembly maintenance.

Even as late as the Train Master era, the OP engine got in the way of high availability when power assembly life became uncertain. Two cases which stopped FM dead in its tracks come to mind. One was the "Rathole" Division of Southern's CNO&TP between Cincinnati and Chattanooga, with its many tunnels (since daylighted or enlarged). They were single-track and just high enough to clear the 15-foot TM's. At full throttle the leading unit had no trouble, but the second unit ate the exhaust gases and waste heat of the first unit through its engine air intake, and power-assembly life suffered. Added to that, the electrical switchgear cabinets accumulated oily soot from the engine exhaust gases that infiltrated and deposited on contacts to cause faulty operation, requiring extra maintenance until a retrofit sealing off the cabinets was installed. Thus, availability of the TM's fell short of SR's expectations, and it returned to EMD for its next order.

The second case was equally traumatic. When TM-3 and TM-4, the western demonstrators, confirmed the promise of high performance on Southern Pacific, they were running on the Cascade Route between Portland, Ore., and the Sacramento valley in the fall. The TM's hit full stride gulping in that dense, cool air, and the motive power and operating department people of the SP were highly impressed. It was apparent, though not explicitly stated, that when they bought the demos and ordered 14 sisters, the units would be assigned to that territory. Of course, we knew that SP would operate the new power somewhere east of California temporarily to avoid the state's tax on new equipment, but we did not foresee SP's permanently assigning them to the El Paso (Tex.)-Tucumcari (N. Mex.) district. That is desert country where sand is often moving on the wind and generally broadside to trains.

Diesel engines detest dirt. During the war, a Navy lieutenant commander proposed Ten Commandments of diesel maintenance, one of which declared "Thou shalt keep thy engine clean." To obey that admonition between Tucumcari and El Paso required far more air-cleaning equipment than had been installed on those presumably Oregon Division-bound TM's. Cylinder liners and piston rings took a beating from the sandstorm grit. By the time additional filters had been installed, SP had had enough of the upper crankshaft removal exercise, and the entire fleet was

Everett L. DeGolyer Jr.

TIME for Fairbanks-Morse in the diesel locomotive business expired in, of all places, the rugged Sierra Madre of Mexico, on newly expanded Chihuahua Pacific Railway.

reassigned to commute train service between San Francisco and San Jose, Calif. They did that job very well, and lasted late in doing so, but the record at El Paso ended FM's moment of glory on the SP.

You may ask why FM's inroads in the international market were limited to Canada and Mexico. We did have outline drawings and specifications for lightweight, low-profile export locomotives using the Model 38F 5¼×7¼ OP engine rated at 75 h.p. per cylinder. But selling such units to the countries which required them began and ended with the right commercial deal. The ability to command competitive financing was the test—and we had no special resources to beat the giants in that respect. We sent a representative, Charles A. Mapp, to Brazil for a couple of years in the mid-1950's, but made no headway.

REQUIEM

In retrospect, there were other obstacles that FM faced from the beginning. One was the logic of standardization—of reducing the variables to the smallest possible number. Burlington and Santa Fe were prime examples of this policy. Even the Chicago & North Western made it almost impossible for FM to break into its mainline fleet, buying only four Erie-built A units, and those over the objections of its chief mechanical officer. Until the diesel-electric era, the railroads had not had a chance to enjoy the efficiencies inherent in full-scale standardization. Many roads grasped this at the beginning, making standardization their prime policy. Although FM enjoyed being the "standard" on a few roads such as Virginian and P&WV, EMD's lead in this respect shut out FM entirely in many places. The list is long and includes the Hill Lines, the U.S. Steel roads (a minor derailment of TM-3 and TM-4 on the Missabe Road may have cooled their ardor—we changed from a dry graphite impregnated material on the pads of their Tri-Mount trucks to an oil-bath lubrication as a result), all of the South save for SR, and MoPac and its allied T&P. Only the two big Eastern railroads, NYC and PRR, combined an urgent need for power with systems large enough to segregate makes by territory.

Beginning sometime in 1957, FM's fight to fend off takeover by the Penn-Texas conglomerate eroded the railroads' confidence in our staying power as a long-term locomotive supplier. The cloud of uncertainty gathered just as such roads as Illinois Central and Norfolk & Western were coming into the market for large blocks of power to replace steam. FM took its Virginian track record to the N&W's people. They listened carefully, and we were welcomed into the offices of Stuart Saunders and John Fishwick, each of whom subsequently served as the railway's president. We could show cost savings in N&W's coal-hauling operations with Train Masters—but it wasn't enough. FM was in corporate trouble, and N&W knew it.

By that time, we knew the end was near. New York Central was replacing 10- and 12-cylinder OP's with EMD engines. Steam-locomotive replacement was drying up. FM's immediate opportunities lay in rebuilding and unit-exchange business. We rebuilt the Katy's H16-44's and the Milwaukee's C-Lines, for example, but without new locomotive orders the business was just not viable. FM's venture into diesel locomotives and the end of steam came at about the same time.

The day on which the last H16-44 left Beloit for Mexico's Chihuahua Pacific in 1963 may have been very near to being the 20th anniversary of the day on which Fairbanks, Morse & Co. decided to become a locomotive builder. You have glimpsed here the events, the circumstances, and the actions that determined what the record books say about FM's venture in those 20 years. Left to the imagination is the optimism, the enthusiasm, the loyalty, and the plain hard work of the men and women whose story this really is. I close with the recognition that it was what they did that enabled Fairbanks-Morse to occasionally beat the odds. ⅄

ROBERT ALDAG JR., 69, worked for Fairbanks-Morse from 1946 until 1960, rising from sales engineer to manager, railroad division. He joined the Beloit Corporation in 1961. An Indianapolis native, Bob graduated from Purdue in 1940 and went railroading as a special apprentice on the Erie in that year. Before joining FM, he was assistant supervisor of automotive equipment for the Chicago, Burlington & Quincy, 1941-1946. After a long stint for Beloit in Japan, Bob and wife Margaret now live in Redmond, Wash. They have a son, two daughters, and eight grandchildren.

Carl Loucks

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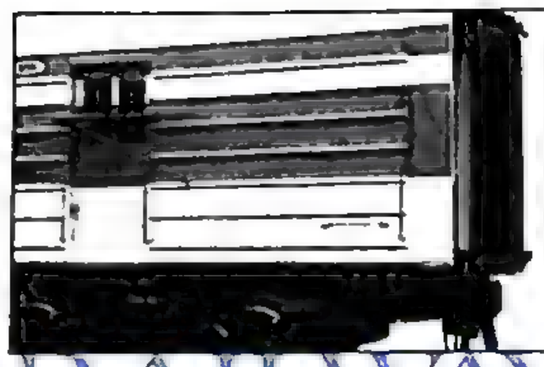

edited / NANCY L. BARTOL

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RAILWAY POST OFFICE

IF IT'S NOT FRANCE, IT'S FRISCO

Above is a railway postmark from the former Frisco line that ran from Monett, Mo., to Paris, Tex., then later was cut back to Fort Smith, Ark. The clerks made the entire trip from Paris to Monett, 302 miles.

In 1947, this train bore the number 710; at Monett it connected with train 10, Frisco's *Meteor*. The new number of 704 held at least through 1953, although the train still went to Paris. Passenger service, with a St. Louis-Fort Smith sleeper, lasted into the 1960's.

Construction of the Monett-Paris line began in 1880, and the line reached Paris in 1886. The Fort Smith-Monett segment now is the new Arkansas & Missouri [page 15, February 1987 TRAINS].

WAYNE LEEMAN
Webster Groves, Mo.

TP&W HISTORY CLARIFIED

In the interest of accuracy, I would like to comment on "Miscellany" on page 9 of November 1986 TRAINS' "News & Editorial Comment."

Toledo, Peoria & Western acquired Penn Central's Effner-Logansport (Ind.) line on April 1, 1976, while the TP&W was still jointly owned by Santa Fe and PennCo. Although Santa Fe acquired PennCo's stock interest in TP&W on July 20, 1979, the stock was placed in an independent voting trust until ICC approved Santa Fe's sole control of TP&W on February 11, 1981. The point is, of course, that extension of the line to Logansport took place under the aegis of both Santa Fe and PennCo.

Second, the line from Warsaw and Hamilton to La Harpe, Ill., had not yet been sold to Keokuk Junction Railway. There was an agreement to purchase, but at this writing, the closing date was set for sometime in November 1986.

ROBERT E. MCMILLAN
Peoria, Ill.

THE JOY OF TRAINS

I recently received December 1986 TRAINS, whereupon many old memories were rekindled. Forty years ago an 11-year-old boy from Lebanon, Pa., who liked railroads,

Continued on page 58C

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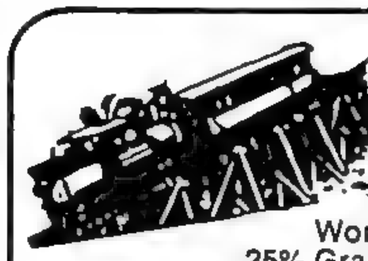

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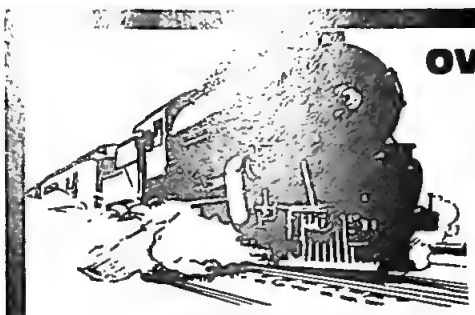

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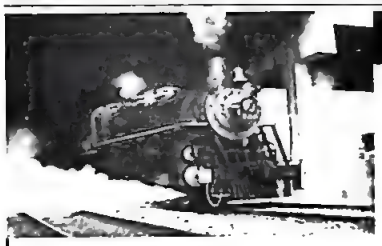

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Cont[illegible] page 58

car[illegible] a smaller size TRAINS on the back [illegible] of a store rack. The joy of finding that magic magazine still lingers, but the store, the Camelbacks, and the old trains of 1946 have long passed from the scene. Month after month TRAINS has provided me with more information than any other similar magazine on the market. Thank you for being here!

GEORGE A. CAZAKOGLU

Cleona, Pa.

TWICE ERRANT

I liked the Niles Tower "Railroad News Photos" shot in September 1986 TRAINS [page 16], but do have one nit to pick. The tower closed January 16, not January 9 as twice errantly indicated (July and September TRAINS). UP dispatchers did take over from Niles operators on January 9, 1986, but the tower remained open to relay radio and phone messages another week after the interlocking plant was automated. Operator Nick Laba pulled the last trick at Niles (after 23 years at the tower), signing off for good at 7:15 a.m. on January 16, 1986.

TED BENSON

Modesto, Calif.

WORTH THE PRICE!

The photo of the old Santa Fe chair car on page 41 of "Photo Section" of November 1986 TRAINS is worth the price of three issues.

TERRENCE BOTHWELL

San Gabriel, Calif.

I had to grab for my heart medicine when I turned to page 41 of November 1986

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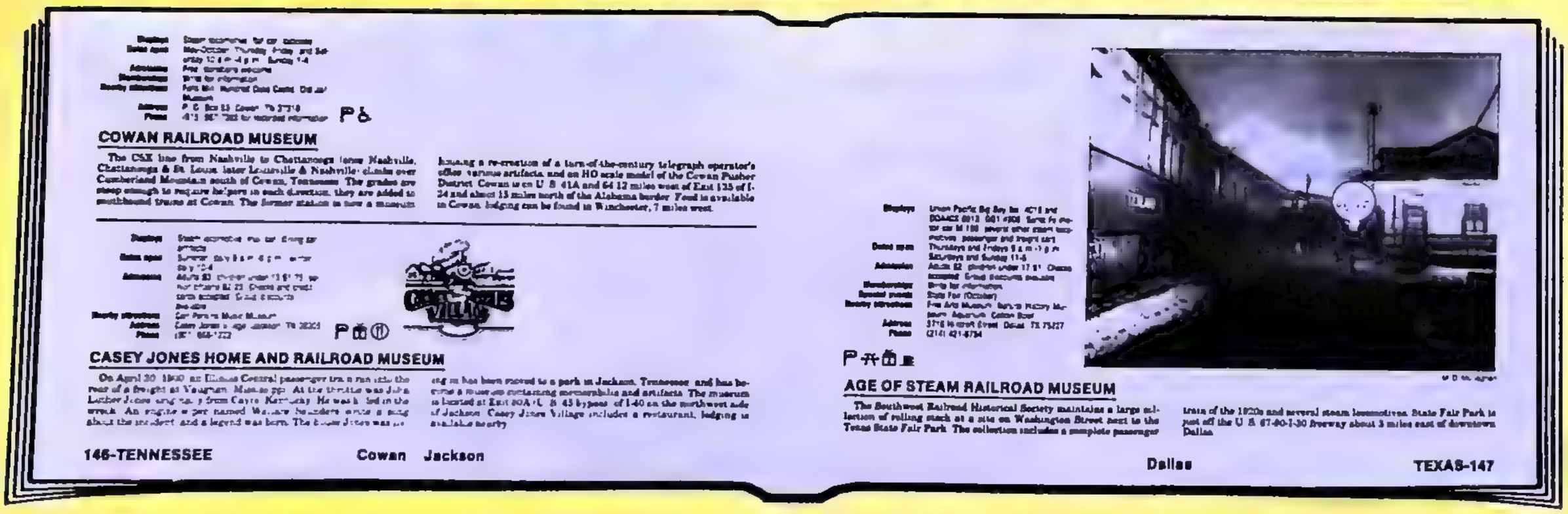

COWAN RAILROAD MUSEUM

The CSX line from Nashville to Chattanooga (now Nashville, Chattanooga & St. Louis, later Louisville & Nashville) climbs over Cumberland Mountain south of Cowan, Tennessee. The grades are steep enough to require helpers in each direction; they are added to southbound trains at Cowan. The former station is now a museum housing a re-creation of a turn-of-the-century telegraph operator's office, various artifacts, and an HO scale model of the Cowan Pusher District. Cowan is on U. S. 41A and 64.12 miles west of Exit 135 of I-24 and about 15 miles north of the Alabama border. Food is available in Cowan; lodging can be found in Winchester, 7 miles west.

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On April 30, 1900, an Illinois Central passenger train ran into the rear of a freight at Vaughan, Mississippi. At the throttle was John Luther Jones, using name from Cayce, Kentucky. He was killed in the wreck. An engine wiper named Wallace Saunders wrote a song about the incident, and a legend was born. The Casey Jones Home and Railroad Museum is now a museum containing memorabilia and artifacts. The museum is located at Exit 80A of U. S. 45 bypass of I-40 on the northwest side of Jackson. Casey Jones Village includes a restaurant, lodging is available nearby.

146-TENNESSEE Cowan Jackson

AGE OF STEAM RAILROAD MUSEUM

The Southwest Railroad Historical Society maintains a large collection of rolling stock at a site on Washington Street next to the Texas State Fair Park. The collection includes a complete passenger train of the 1920s and several steam locomotives. State Fair Park is just off the U. S. 67-80-I-30 freeway about 3 miles east of downtown Dallas.

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TRAINS and saw that beautiful old Santa Fe day coach. All the elements were there: fading Pullman green, worn plush seats, prism window glass, rivet-studded heavy steel, a real, functioning clerestory, even a curl of steam under the car. What a time capsule of a happier day!

JAMES E. CANE

San Francisco, Calif.

MORE L&N TRAINS

In "The Railroad That Walks on Water" [page 40, January 1987 TRAINS], J. G. Lachaussee and J. Parker Lamb state that after January 1969 the Louisville & Nashville had just one passenger train left running in and out of New Orleans—the *Pan American*.

I wish to point out that just before Amtrak took over, L&N had two trains running in and out of New Orleans—the *Pan American* and the *Gulf Wind*. The *Gulf Wind* ran only triweekly, westbound from Jacksonville, Fla., and eastbound from New Orleans on Sundays, Tuesdays, and Thursdays. On the New Orleans-Mobile line, the trains ran as Nos. 8-11 and 12-9.

MIKE ENGLUND

Richton Park, Ill.

☐ After January 1969, physically one train was left in either direction on the NO&M. This train carried Nos. 9 and 8 and was called the *Pan American* on the main line. The triweekly *Gulf Wind* was combined with it at Flomaton, Ala. L&N passenger timetables showed them as Nos. 8-11 and 12-9, to which Mr. Englund refers. The *Gulf Wind* never operated as a separate train on the New Orleans-Flomaton segment; it had been combined with the *Piedmont Limited*.—J. G. LACHAUSSEE.

HEMPHILL FAN

I was captivated by the photography of Mark Hemphill's "Winter on Sherman Hill" [page 46, December 1986 TRAINS]. After reading that he authored "The Unknown Rio Grande" [page 24, July 1986], I recalled his excellent photographic coverage in that article as well. His photographs are dramatic in use of lighting, weather, and terrain. His work is the best rail photography I have ever seen. Hopefully these are the first of many photo stories by Mark to appear.

TOM SHARRATT

Des Moines, Ia.

SNOWPLOW COMMENTS

Your article on snowplows in January 1987 TRAINS [page 26] was excellent. In "Second Section," on page 70 of the same issue, the U.S. Army Bros plow, pictured in April 1979 TRAINS [page 16], is claimed to have been "unused" by the Army. This is not strictly true. During the winter of 1957, this

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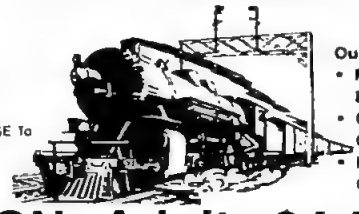
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plow was on the Great Northern for testing and used at least one night plowing out slides between Nimrod and Blacktail, Mont. It did not perform very well and was replaced by the steam rotary out of Whitefish.

It was not equipped with running boards, headlight, and certain other safety devices. While it was plowing I had to stand on the roof with a hand lantern so the operator could see what he was doing. Almost immediately after the plow was returned to Whitefish, it was bad-ordered by an ICC inspector, and the GN was required to install the safety items before it could be returned to the Army.

JAMES C. MATTESON

Seattle, Wash.

Your article on rotary snowplows ["The Leslie Brothers and Their Giant Snow Blower"] beginning on page 26 of January 1987 TRAINS leaves out two electric railways in Michigan's Upper Peninsula that operated Ruggles rotaries. These were the Lake Superior Power District at Ironwood, and the Houghton County Traction Company.

WILLIAM J. KELLER

Marinette, Wis.

PERMANENT PAINT

A slight error crept into the caption of my photograph of the Southern Michigan Railroad Society's repainted Alco RS2 on page 17 of February 1987 TRAINS.

The caption states that the engine was repainted for a week. Actually, the unit was repainted *in* a week from Ann Arbor orange. The SMRS hopes that the engine will wear its New York Central paint scheme for many years to come.

JEFFREY DOBEK

Tecumseh, Mich.

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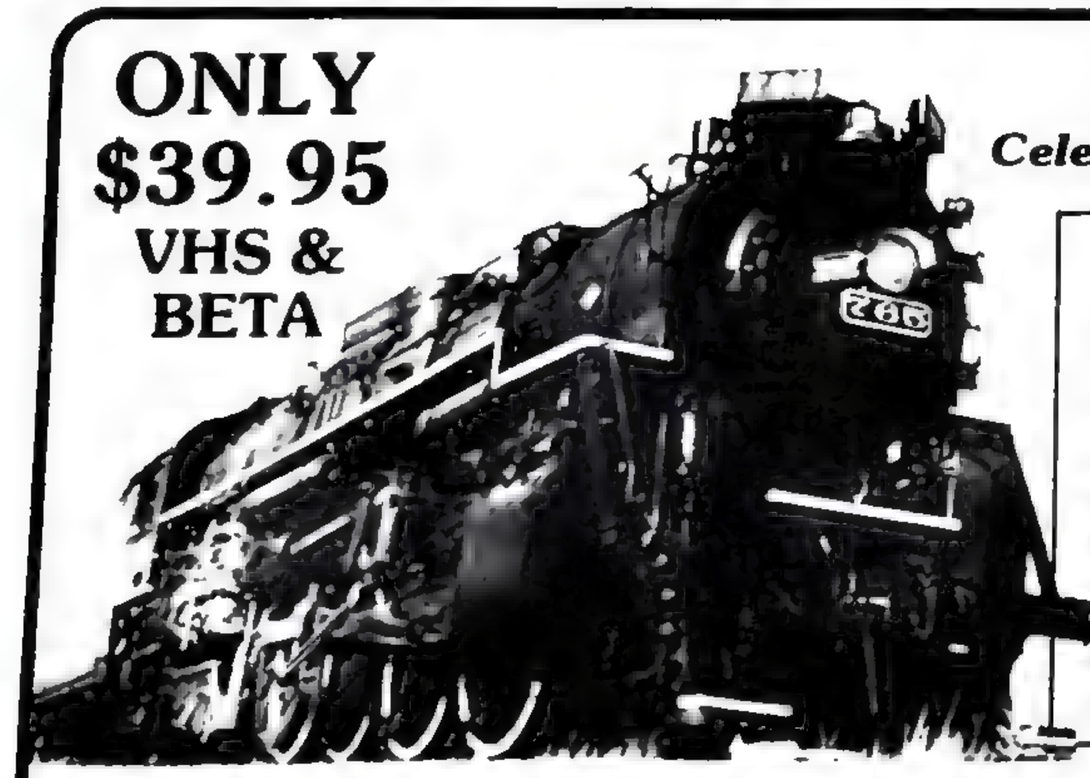

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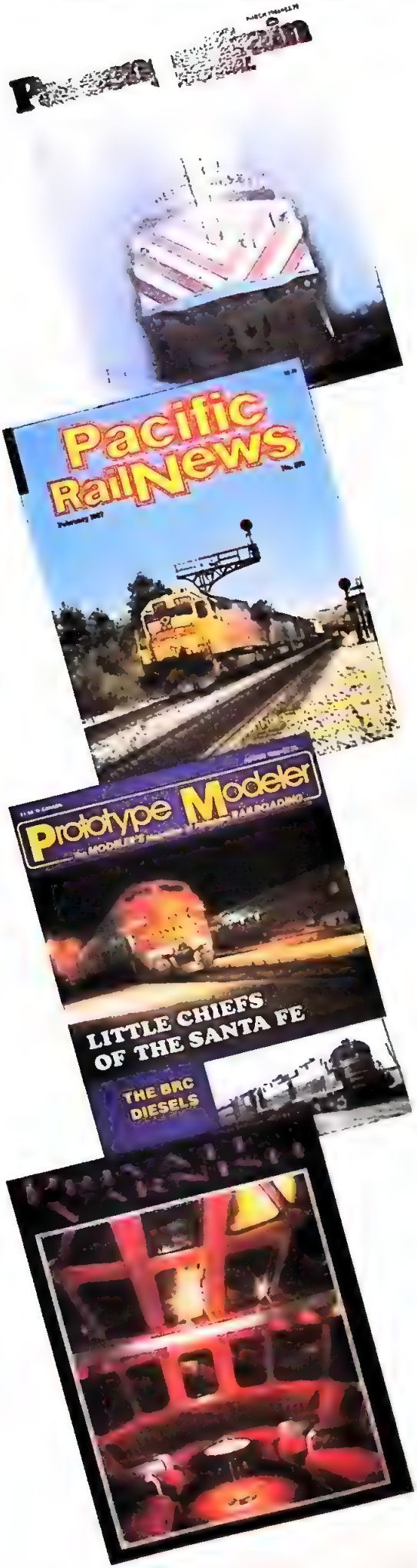

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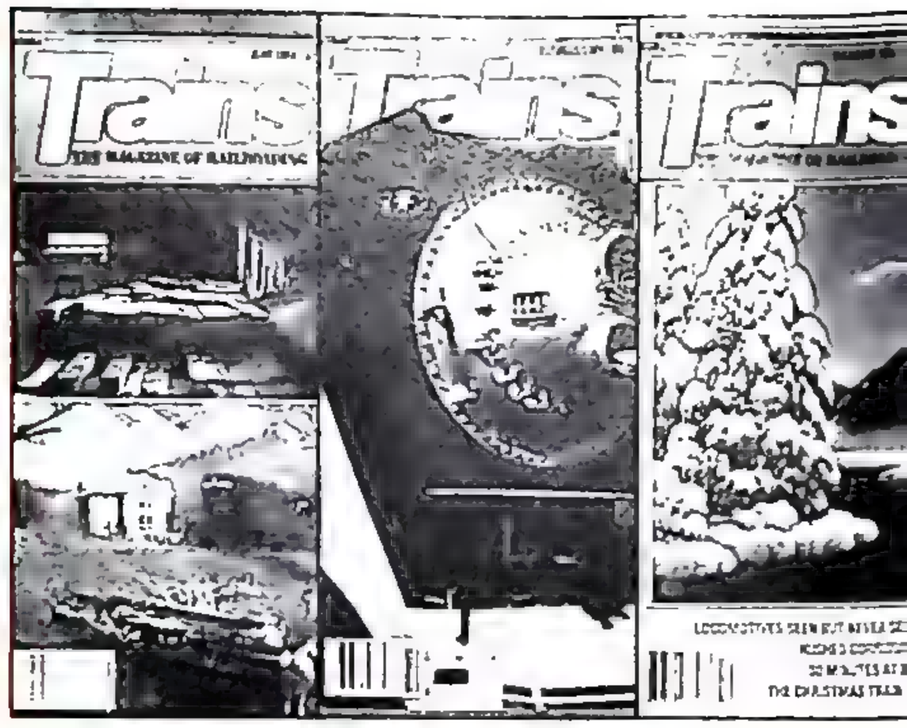

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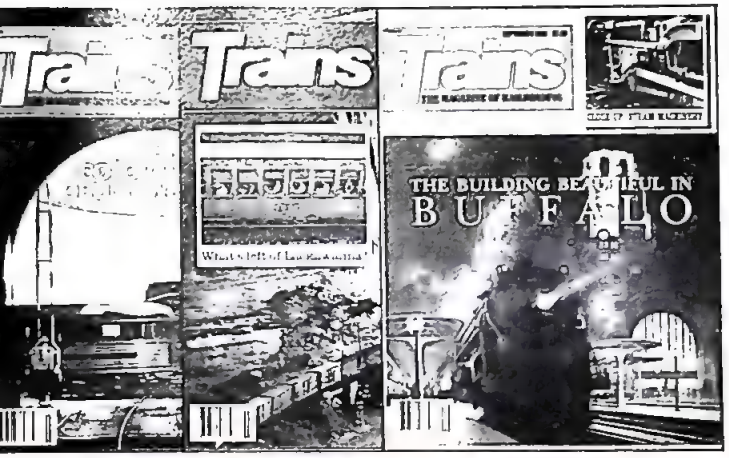

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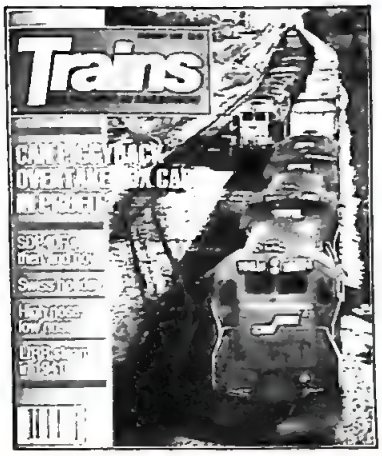

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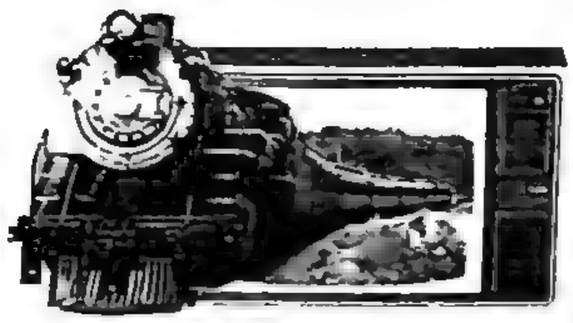

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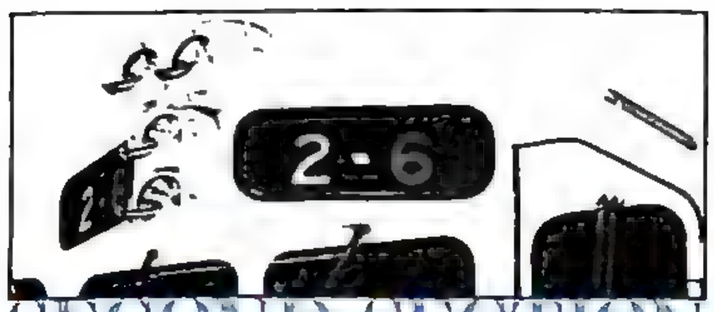

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☐ Four saved by Canadian Pacific: an H16-44, two C-Lines, and a Train Master—for the latter two categories, the only examples preserved.

☐ One each H12-44 and custom H12-44TS in the Santa Fe collection, donated in 1986 by the railroad to the California State Railroad Museum at Sacramento.

☐ Three Milwaukee Road switchers, one each at Illinois Railway Museum in Union (the original FM, MILW 760, nee 1802, operational); Mad River & NKP Museum, Bellevue, O.; and Kansas City (the latter two minus their engines).

☐ Three H20-44's from the Southwestern Portland Cement railroad out of Victorville,

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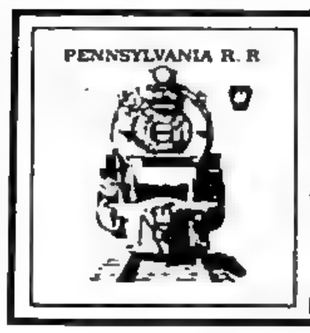

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A NOMINAL titlist, perhaps, but genuinely the last common-carrier FM in the U.S.

Calif., two of Union Pacific ancestry and one from Akron, Canton & Youngstown, although it's now painted for UP. The latter is at Center for Transportation and Commerce in Galveston, Tex., the other two at the Pacific Southwest Railway Museum at Campo, Calif., and IRM at Union, Ill.

☐ One H10-44 from the Weyerhaeuser group (more about them later), on lease to, and operates at, the Puget Sound & Snoqualmie Valley Railway Museum, Snoqualmie, Wash.

The Squaw Creek Coal H16-66 Junior Train Master, replaced recently by an ex-Southern U30C at its Indiana mine, is reported to be bound for a museum in Canada.

Dan Dover, Associate Editor of the locomotive magazine *Extra 2200 South*, sent us a December 1986 update to his October 1, 1980, Fairbanks-Morse roundup, which appeared in *X22*'s January-February-March 1980 issue, No. 71, listing 104 FM's then extant. Diesel chroniclers Ken Ardinger and Paul Bergen also gave valuable help with current short-line and industrial unit status. We solicit corrections or updates to the information that follows.

Industrial lines still have as many as 42 FM's, of which 36 are thought to be in service or operable:

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☐ Yankeetown Dock in southern Indiana has 3 H12-44's, of which 1 is out of service; one of this trio came from Ayrshire Collieries' Thunderbird Mine nearby.

☐ Pacific Transportation Services, a Tacoma (Wash.) dealer which leases the Weyerhaeuser H10-44 to the Snoqualmie museum (page 65), also possesses H10-44 122, built as 492 for the forest products firm's Chehalis Western (Chuh-HAY-lis). The H10 at the museum was built as Weyerhaeuser 1, later became CW 714 and PTS 121. Chehalis Western sister 493 is scrapped. According to FM author Bob Aldag, "The sales of five switchers to Weyco was a team effort by our San Francisco and Seattle branch sales offices." Weyerhaeuser's Columbia & Cowlitz (also more on which later) had the other two, D-1 and D-2. The D-1 was sold to Pacific Great Eastern, becoming its 1004, and is scrapped.

☐ Tennessee Valley Authority still has both its H16-66 No. 24, at Gallatin, Tenn., the last Junior Train Master, and H12-44 No. 22, at Shawnee, Ky.

☐ Southwestern Portland Cement's H12-44 (ex-SP 2379) at Odessa, Tex., may still be in use. Are three ex-Santa Fe H12-44 sisters still in existence at other Texas locations, or have some or all been scrapped? In the El Paso area, Metal Processing Inc. had Nos. 99-100, ex-ATSF 557 and 563, and Goodpasture Grain ex-513 at Galena Park, Tex.

☐ Hallett Dock in Duluth, Minn., alternates using its ex-Minneapolis, Northfield & Southern H12-44 No. 11 with an ex-N&W EMD SW1200.

There were two sizable groups of H12-44's on non-common carriers in 1980, the 13 of U.S. Steel at the Fairless (Pa.) Works and

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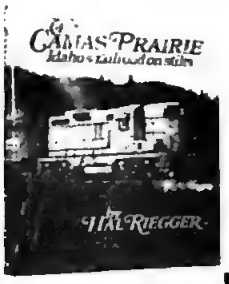
18 of the 20 that the U.S. Army bought new in early 1953, Nos. 1843-1862. The fleet of USS (now USX Corp.) has been trimmed, but the Army's 18 seem to still be around.

USS took delivery of 8 new, Nos. 9-16, in late 1952/early 1953, and added 5 secondhanders, Nos. 23-27, later. Reader John Petko reports that as of July 31, 1986, Nos. 9, 11, 13, and 14 were stored unserviceable, used as parts supply, while 3 secondhanders were still active, although remotely controlled [page 58, March 1986 TRAINS]: Nos. 24 and 25, from Penn Central, and No. 27 from the Army batch, originally No. 1845. Four of the bought-new group, Nos. 10, 12, 15, and 16, are stored serviceable, but—given the steel business in general and USX's in particular—are unlikely to return to service.

The other Army FM known to have been mustered out, No. 1854, went to the Government's Defense Supply Agency in 1972, and its present status is unknown. The other 18? Although Charles W. McDonald's U.S. Army roster in DIESEL LOCOMOTIVE ROSTERS, Second Edition, indicates only 8 of the 18 are still around, it does not specify which 8, and Ken Ardinger sent us an Army assignment list from October 1986 that lists all 18.*

The only sizable group of FM's on a common carrier on the 1980 list was Milwaukee Road's stable of 27, of which 13 were scrapped and 14 went to the Central Wisconsin. Dispositions of these were covered in my "FM Finale" [pages 18B-18C, September 1985 TRAINS]. As reported there, four FM's from this fleet survive. Nos. 1200 and 1207 still repose at Miller Compressing here in Milwaukee [page 58, March 1986 TRAINS], but they're out of service. Two others were put on display after the OP engines were removed and sold back to Beloit Corp., FM's successor: MILW 781 at Brodhead, Wis., and the other Minneapolis, Northfield & Southern switcher, H10-44 No. 10, at Milton, Wis. This one has been repainted in a reasonable facsimile of C&NW colors but has kept the number 10; it's on display on C&NW right-of-way at the Liberty Station restaurant, the former C&NW-MILW joint depot at Milton Junction. Central Wisconsin's wreck-dam-

*1843-1844: Seneca Ordnance Depot, Romulus, N.Y.; (1845 to U.S. Steel); 1846, 1849: Fort Knox, Ky.; 1847: Hawthorne AAP, Nev.; 1848, 1862: McAlester AAP, Okla.; 1850, 1853, 1861: Anniston (Ala.) Depot; 1851: Hill AFB, Utah (the major military locomotive shop); 1852, 1858, 1860: Sunny Point Military Ocean Terminal, South Port, N.C.; (1854 to DSA); 1855, 1857: Sierra Depot, Herlong, Calif.; 1856: Bay Area Military Ocean Terminal, Oakland, Calif.; 1859: Fort Wingate, N. Mex.



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In preparation for 87/88: "SP In Oregon," El Dorado Narrow Gauge" and "The Texas & Berkshire Type."

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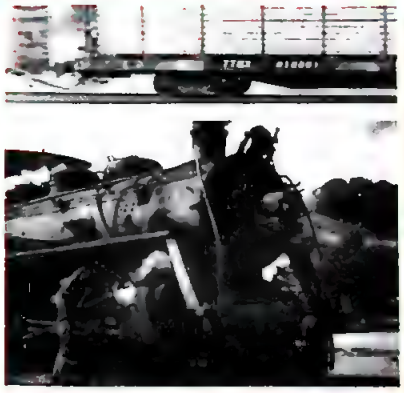

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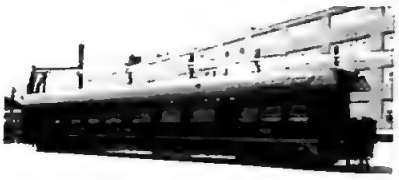

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aged MILW 783 was finally scrapped at Monroe, Wis. South Central Tennessee acquired the two Apache Railway FM switchers, but one lays at the bottom of a ravine after landing there in a derailment, and the other is out of service and not carried on the roster.

(Author Aldag relates an anecdote on the Apache sale: "The first Apache H10-44 was sold to Flake Willis [Apache general manager] at Atlantic City in 1947. Senior executives of FM and Cargill [headquartered in Minneapolis] were well acquainted and via that channel the first H10-44 for Minneapolis, Northfield & Southern was sold.")

All of which leaves us in the U.S. with that blue Beloit baby pictured back on page 65: Columbia & Cowlitz 700, originally D-2, photographed in its natural lumber-yard environment by Paul Schneider in February 1986 . . . the last FM on a U.S. common carrier. This is a nominal title, since she pretty much acts as an industrial switcher, staying in Weyerhaeuser's Longview (Wash.) mill, leaving C&C's road work to its Alco C415's or Weyerhaeuser EMD's. Said Schneider of the photo, made during a visit by friend Paul Bergen of Milwaukee: "At first Paul and I were dismayed to find the FM blocked in by milled lumber inside Weyerhaeuser's big wood products manufacturing plant in Longview, but after exploring possibilites, I realized that having the FM surrounded by the product it had been moving for 30 years would make for a more interesting photo."

Mexico's Chihuahua Pacific was FM's only export success and the last volume purchaser of the builder's locomotives, taking delivery of the final FM, H16-44 No. 604, in 1963. CHP had last operated an FM in 1981, but for the celebration of the 25th anniversary of its transcontinental line completion, CHP reactivated two H16-44's to do the honors ahead of EMD's on special trains to a meet at Témoris, Chihuahua, site of the last spike [see "Railroad News Photos" last month, page 14].

The other Mexican FM operator, 20.5-mile forest products line Bosques de Chihuahua [pages 30-31 and 54-55, August 1974 TRAINS], is still thought to be using its two H16-44's, Nos. 501 and 1000, built in 1955 and 1961.

Now, would someone care to estimate the number of Baldwin diesel locomotives still extant, or active, in North America? Baldwin-Lima-Hamilton built its last locomotive in 1956, 7 years before FM quit.

J. David Ingles

P.S. Photographer and SD45 fan Nate Clark wonders if a high-iron content in your blood causes you to become a railfan. I

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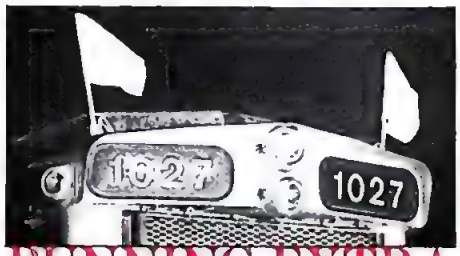


RUNNING EXTRA

Railfan Excursions Only

Although every possible precaution is taken to ensure accuracy, TRAINS assumes no responsibility for errors in listing fan-trip schedules, which are subject to change without notice. Copy is due on the 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.). Insertions should be submitted in typed form and in TRAINS' style. Please specify whether times are Daylight or Standard. We reserve the right to edit undesirable copy or to refuse listing. Each insertion up to 10 lines (approximately 50 characters per line) $12.75 in advance; each additional line, $2.60; one 10-line insertion for 6 months $65. Make checks payable to TRAINS magazine, and address all correspondence to "Running Extra." Attn: Cathy Schnackenberg.

REGULARLY SCHEDULED

COLORADO

Colorado Railroad Museum is open every day of the year, except for Thanksgiving and Christmas, from 9 a.m. to 5 p.m. 1881 narrow gauge locomotive and Galloping Geese operated occasionally. April 11-12 and May 23-25. The largest railroad museum in the Rocky Mountains, over 50 items of rolling stock and two floors of smaller exhibits in the building. Located between Wheat Ridge, Colo., and Golden, Colo., 12 miles west of downtown Denver. 17155 W. 44 Ave., from exit 265 off Interstate 70.

MASSACHUSETTS

Mystic Valley Railway Society, a non-profit corporation dedicated to educating the public on travel by rail in New England and the United States, runs interesting rail tours year-round. Regularly scheduled visits include Maine, New Hampshire, Hoosac Tunnel, Washington D. C., Colorado, California, and much more. Annual membership fee, (April 1 to March 31), $4. Membership includes our full-color New England railroading calendar. Write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or call us 24 hours at (617) 361-4445.

MONTANA

The Izaak Walton Inn is for railfanning. Located on BN's main line 16 miles west of the Continental Divide, our Great Northern-built hotel provides delicious food, track-side rooms, a railroad bar, helper service, trestles, tunnels, and snowsheds, Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Amtrak stop at Essex. Izaak Walton Inn, Box 653, Essex, MT 59916. (406) 888-5700.

NEBRASKA

Fremont & Elkhorn Valley Railroad of Fremont, Nebr. Nebraska's largest and longest steam excursion railroad. The 1942 2-8-0 Baldwin 1702 crosses the Mormon Trail and the beautiful Elkhorn River Valley on its 34-mile trek. Weekend service from April 18 through October 24 including holidays, Saturdays 11 a.m. and Sundays 2 p.m., CDT. A 5 p.m. run is added Saturdays, from May 23 through September 7, 1987. For schedule or information call (402) 727-0615 or write FEVR, P.O. Box 939, Fremont, NE 68025. Send SSAE.

NEVADA

Nevada Northern Railway Historical Operating Museum now on display from May 18 through October 4, 1987. Steam, diesel, and electric engines, antique passenger, freight, and work equipment of one of the best preserved shortlines in North America. Features "The Ghost Train of Old Ely," an authentic steam passenger train dating from 1910. Excursions over historic Nevada Northern, only on the following dates: May 23-25, July 4-5, August 1-2, September 5-7, and 26-27, 1987. Details: Nevada Northern Railway, P.O. Box 40, East Ely, NV 89315. (702) 289-2085.

NEW HAMPSHIRE

Conway Scenic Railroad: North Conway offers a nostalgic 90-minute, 11-mile ride through pretty countryside. Depart from one of America's most unique railroad stations, listed in the National Register of Historic Places. 1912 year-old depot houses free museum. Roundhouse and turntable in daily operation. Active motive power includes 2-6-2 and 0-6-0 steam locomotives, as well as GE 44 tonner, Alco S 4, and EMD F-7 diesels. Maine Central 2-8-0 steamer on display. May 2 through June 7, weekends only, plus Monday, May 25. Daily, June 13 through October 25. Departures at 11 a.m., 1 p.m., 2:30 p.m., and 4 p.m. "Sunset Special" at 7 p.m., every Tuesday, Wednesday, Thursday, and Saturday during July and August. The village of North Conway in beautiful Mount Washington Valley offers many fine dining, lodging, camping, shopping, and recreational opportunities. Free brochure, send SSAE to Conway Scenic Railroad, P.O. Box 947T, North Conway, NH 03860. (603) 356-5251.

WISCONSIN

Mid-Continent Railway Historical Society, in North Freedom, Wisc., is building a faithful replica of a typical turn-of-the-century steam-power shortline railroad. Over 500 volunteer members are dedicated to the preservation, restoration, and operation of historic railway equipment. Steam trains operate daily May 11 through Labor Day, weekends only September 12 through October 18. Send SSAE to MCRHS, P.O. Box 55, North Freedom, WI 53951. Call (608) 522-4261 for information.

CANADA, MANITOBA

Prairie Dog Central will operate steam excursion trips using 105-year-old 1882 ex-CPR 4-4-0 No. 3, ex-Keweenaw Central 1908 Pullman combine No. 103, and four CN and CP wooden turn-of-the-century, open-window coaches, complete with smoke and cinders. Thirty-six mile, two-hour trips on Sundays, June through September. Train departs CN St. James Station, near 1661 Portage Ave., 11:30 a.m. and 3 p.m., daylight time. For brochure, write the Vintage Locomotive Society, Inc., Box 217, St. James P.O., Winnipeg, Manitoba, Canada R3J 3R4.

EXTRA MOVEMENTS

April and May 1987: Experience private rail car travel aboard the elegant art deco "Caritas." This open rear platform private car will depart from Philadelphia, Pa., for various weekend round trips: April 17-19 Savannah, Ga., April 24-26 and May 8-10 Williamsburg, Va., May 16-17 Boston, Mass. Day trips to Washington, D. C., Baltimore's Inner Harbor, New York, and Harrisburg. Trip limited to 16 guests. Contact: Silver Carpet Lines, 1507 Woodland Ave., Folcroft, PA 19032. (215) 622-1900.

April 25-26, 1987: Inaugural trips of restored Norfolk & Western 2-6-6-4 No. 1218 will operate out of Roanoke, Va. For complete information send SSAE to Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032. Call (703) 389-3935, or (703) 366-2169. After 6 p.m., call (703) 366-5211.

May 1-3, 1987: CALS 13th Annual Railroad Weekend in the Alleghenies offers "The Best of Cass." Two logging trains limited to 60 adults each provides people-free photos and great sound possibilites. Trains headed by Shay locomotives fight their way to the top of Bald Knob, returning as doubleheader. Many photo runbys and consist changes including an engine reversal on mid-mountain wye. Free cab ride for all and you ride in cabooses. Registration with "ice-breaker" barbeque and entertainment Friday in Cass shop. "Country banquet" in Durbin Saturday evening. Interpretative diorama of Cass and old sawmill are new features this year. Total train fare $75. Send large envelope (with two stamps inside) for complete details to: CALS, Inc., 9617 Hillridge Dr., Kensington, MD 20895. Send no money with inquiry, but if no SSAE or stamps, we will not reply.

May 1-11, 1987: Colorado Rails '87. Springtime in the Rockies. Deluxe travel by private rail car from Los Angeles, Calif., to Denver, Colo., behind Amtrak's Desert Wind/California Zephyr. Tour includes D&SNG Railroad "Silverton," Royal Gorge, Pikes Peak, Georgetown Loop, and much more. Space is limited to 32. For reservations and information write Slotay Tours, 1821 W. Commonwealth, Suite H, Fullerton, CA 92633.

May 2, 1987: Bellefonte Historical Railroad Railfan Special on ex-PRR trackage. RDC departs Bellefonte, Pa., at 10 a.m. over secondary lines to Dale Summit (Lewisburg & Tyrone Branch), Pleasant Gap, then Bald Eagle Branch to Vail (Tyrone). Eighty-mile round trip. SSAE for more information to Bellefonte Historical Railroad, The Train Station, Bellefonte, PA 16823.

May 2-3, 1987: Spring Steam Special. Norfolk to Petersburg and return behind Norfolk and Western Class A No. 1218. Price: $35 adults, $30 children, for each day. For tickets, contact Tidewater Virginia Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707. Please include SSAE for faster service.

May 16, 1987: "Spring Railfan Spectacular," from Lexington, Ky., to Stearns, Ky. 230-mile round trip including a motive power combination not to be repeated. Ride behind at least three locomotives including L&N Light Pacific No. 152, N&W Class J No. 611, and modern road power as you travel along Southern's CNO&TP, including High Bridge, the highest double track railroad bridge in America, and the scenic cuts and grades of "The Rat Hole." Trip options include lunch served on the train and a spectacular trip behind vintage Alco power on the Big South Fork Scenic (K&T) Railway. Limited capacity, one train only. For details send LSSAE to Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592. For information, call (606) 233-7177, between 9 a.m. and 6 p.m., eastern time, please.

May 21, 1987: Seven-day Canadian Rockies and Prince Rupert tour. Cross British Columbia from ocean to Rockies four times. Travel will be on the VIA's "Super Continental" and "Skeena." Four nights in sleepers. Bus, tours, hotels, most meals, and trains included for $599 Canadian (approximately $425 U. S.). Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

May 23-25, 1987: New York Railroad Weekend, sponsored by the Electric Railroaders' Association, Inc. May 23: Metro-North/Conrail Grand Central Terminal-Danbury-Hopewell Junction-Beacon-GCT, including freight-only trackage, New Haven-painted FL-9's and Bombardier coaches. May 24: Subway trip using unusual or to-be-scrapped equipment and/or unusual trackage. May 25: Long Island Railroad Morris Park shop tour. For fares and further information, send SSAE to the ERA Trip Committee, P.O. Box 2548, Grand Central Station, New York, NY 10163-2548.

May 30-June 11, 1987: Alaska Rail/Cruise Tour. 1987 tour features Alaska railroad Anchorage-Seward-Denali-Fairbanks. Alaska Highway Fairbanks-Tok-Whitehorse. White Pass Highway along White Pass and Yukon route to Skagway. Daylight cruise Skagway to Juneau on the Fairweather. Cruise Juneau-Glacier Bay-Sitka-Vancouver on the steamer SS Rotterdam, flagship of the Holland America Line. Stay in Anchorage, Ak. (two nights), Denali, Fairbanks, Ak. (two nights), Tok, Whitehorse, Skagway, and on the SS Rotterdam (four nights). Fully-escorted sightseeing includes ARR Moose Pass Line to Seward (freight only 1953 to 1985), ARR Mainline, Denali Park wildlife tour, sternwheeler Discovery cruise at Fairbanks, salmon bake at Alaskaland, Kluane National Park in the Yukon, Carcross and the White Pass, Skagway, and the Mendenhall Glacier. Land/sea tour from $2349 plus air to Anchorage. Brochure or to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

June 6-15, 1987: Western U. S. Rail Tour, limited to 40. Departs and returns Sandusky/Toledo, O., via Amtrak to Denver, Colo., visit narrow gauge operations and museums in Colorado. Overnight in Las Vegas, Nev., and the Grand Canyon areas. This tour for real train riders. All transportation, tours, and hotels included. No food. Pullman extra. $900 based on double occupancy. Send SSAE to Mad River & NKP Railroad Society "Trips," P.O. Box 42, Bellevue, OH 44811.

June 11-19, 1987: Springtime in the Canadian Rockies Tour. The classic Canadian Rockies tour using the domeliners of VIA Rail Canada. Motorcoach Seattle-Vancouver. Two nights Kings Inn, Vancouver. Royal Hudson boat/train trip. VIA Rail CPR route domeliner, The Canadian Vancouver-Banff. One night Banff area hotel. Tour Valley of the Ten Peaks, Moraine Lake to Lake Louise, one night at Chateau Lake Louise with dinner and breakfast, tour Columbia Icefields Parkway to Jasper, snowcoach tour of Columbia Icefields, two nights Jasper at Tonquin Lodge, dinner Jasper Park Lodge, Maligne Lake cruise, Jasper area tour, VIA Rail domeliner Super Continental Jasper-Vancouver, coach Vancouver-Seattle. Tour from $999. Brochure or to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

June 13-14, 1987: Green Mountain Railroad's first Railfan's weekend. Saturday's events include freight and passenger extras, some doubleheaded, meets, runbys, and night photo session. Rare mileage runs to Cold River, N. H. On Sunday there will be a round trip to Rutland, Vt., the first in almost four years, with two RS-1's. Both days available as separate tickets or as a weekend ticket. Saturday only: $20. Sunday only: $30. Combination: $40. Send LSSAE to Green Mountain Railroad Corporation, P.O. Box 498W, Bellows Falls, VT 05101. (802) 463-3069.

June 13-21, 1987: "Colorado Rails" circle from Denver to Denver Georgetown Loop Railroad and Colorado Railroad Museum. California Zephyr via Moffat Tunnel to Glenwood Springs. Motorcoach to Leadville, Alamosa. Cumbres & Toltec Scenic Railroad, Antonito to Chama. Parlor car on Durango & Silverton Narrow Gauge Railroad. Million Dollar Highway to Ouray, Garfield, Cripple Creek, and Colorado Springs. M&PP Cog Railroad to Pikes Peak. For details: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

June 18-21, 1987: "The American Railroad Conference: Technology, Operations, and Culture," at Altoona Campus-Penn State, Altoona, Pa. Activity-oriented conference including site visits to Conrail's Juniata Locomotive Shops/Sam Rea Car Shops and Railroaders Memorial Museum. Other site visits currently being arranged. Nationally known railroad technology speakers and visual presentations! Accommodations and meals provided in fee (options available). Deadline for registration is June 1, 1987. Contact: Altoona Campus-Penn State, 111 Smith Building, Altoona, PA 16601-3760. (814) 946-4321, extension 56.

June 19-July 2, 1987: Escorted rail tour, approximately 10,000 miles coast-to-coast by dome (7300 miles), last mixed trains (485 miles), Budd RDC's (525 miles), and 1950's sleepers (1238 miles) via Maine, hinterlands, two routes across the Rockies. Sleepers throughout (mostly rooms in the rear dome observation), night caps, three-dozen full-diner meals, set route guide books, travel bag, all hotels, and round-trip from any Amtrak station to Montreal, Canada, $1871. Details, 39¢ LSSAE to: Great Railway Journeys, P.O. Box 65, Miami, FL 33164. (305) 940-TRIP.

July 5-18, 1987: National Parks of the Rockies Tour. Join our new comprehensive rail/coach/stage/launch tour of the Canadian and U. S. National Parks of the Rockies. Tour visits Canadian Glacier, Yoho, Banff, Kootenay, and Waterton National parks, USA Glacier, Yellowstone, and Grand Teton National parks. Tour visits Calgary Stampede, Calgary, Heritage Park (steam and trolley railroads), Banff Springs Hotel luncheon, Lake Louise, Fort Steele Historical Park (with ride on steam East Kootenay Railway), and takes VIA Rail CPR route domeliner, The Canadian Vancouver to Calgary, crossing the Rockies by day. In the U. S. tour highlights include Swiftcurrent and Josephine Lake cruises and Going To The Sun Road in Glacier Park, Amtrak Empire Builder on Great Northern route across the Rockies, stay in Virginia City ghost town, three-day in-depth visit to Yellowstone with lake cruise, and historic stagecoach trip to steak cookout. Two-day complete Tetons visit including Snake River Float and full escort service with commentary throughout. Two-night stays in Calgary, Yellowstone, and Tetons, other overnights on VIA and in Waterton, Whitefish, Virginia City, and Cody. Complete tour travels Seattle, Wash., to Salt Lake, with post-tour option of Rio Grande California Zephyr and Colorado by Rail Tour. Full tour from $1399. Brochure or to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

July 19-29, 1987: Colorado by Rail Tour. Join us for a really comprehensive tour of Colorado. We will visit Denver, Colo., the Colorado Railroad Museum, Central City, Estes Park, Rocky Mountain National Park, Georgetown, Fairplay, Como, South Park City, Colorado Springs, Manitou Springs, Pikes Peak, the Royal Gorge, Mount Princeton Hot Springs, Chalk Creek Canyon, St. Elmo, Sargents, Poncha Pass, Antonito, Chama, Durango, Silverton, Mesa-Verde National Park, Telluride, Red Mountain Pass, Lizard Head Pass, Ouray, Black Canon of the Gunnison, Grand Mesa, Glenwood Springs, Glenwood Canyon, Red Canyon, Gore Canyon, Byers Canyon, the Moffat Tunnel, and the Big Ten. Ride the California Zephyr on the Rio Grande "Mainline Thru The Rockies," climb Pikes Peak by cog railway, see the Royal Gorge from the Royal Gorge Scenic Railway 12" gauge line, and ride behind steam on the Georgetown Loop Railway, the Cumbres and Toltec Scenic railways, and the Durango and Silverton. On the Silverton you'll ride the 106-year-old Parlor Car Alamosa. Other tour highlights include an all-day, 4-wheel drive tour over the grade of the Denver, South Park and Pacific, and the Rio Grande Narrow Gauge Mainline (both long abandoned) to the Alpine Tunnel and over Marshall Pass. Unique hotels include the National Historic Landmark Oxford in Denver, Stanley in Estes Park, and General Palmer House in Durango. Full tour from $1299. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

July 25-August 5, 1987: 1987 NMRA Convention in Eugene, Ore., has a block of 300 Amtrak seats from Chicago, Ill., to Eugene via Empire Builder/Coast Starlight (Trains No. 7/11), departs Chicago July 25, arrives Eugene July 27. From Eugene to Chicago via Coast Starlight/California Zephyr (Trains No. 11/6), departs Eugene August 3, arrives Chicago August 6. Book with Shurway Travels, Eugene, Ore. Call (800) 422-3603 (outside Oregon). Excursions at Eugene include Eugene-Portland round trip on July 28, Eugene-Crescent Lake (Cascade summit) on July 29 and August 1, Eugene-Cottage Grove plus OP&E steam-powered trip on July 30-31. Information on excursions from David Kleger, Registrar, 2154 Golden Garden St., Eugene, OR 97402. (503) 689-2536.

July 29-31 and August 1-2, 1987: Roanoke, Va., will be the site of the 1987 Convention of the National Railway Historical Society. Enjoy the sights and sounds of Norfolk and Western-built steam super-power operating in scenic mountain terrain with the convenience of trackside location at Hotel Roanoke. For information write Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032. (703) 389-3935, (703) 366-2169, or after 6 p.m., (703) 366-5211.

August 14-28, 1987: Canada's Wilderness Trains. The complete tour of the lonely railways on Ontario and Manitoba is a new feature for 1987. Ride the Ontario Northland to North Bay, Cochrane, and Moosonee, the Algoma Central through Agawa Canyon to Hawk Junction, the CPR mainline along Lake Superior on the VIA Rail domeliner The Canadian, the steam powered Prairie Dog Central, and Canada's longest roadless route, the Canadian National to Churchill, on VIA Rail's Hudson Bay. Tour Toronto by trolley, cruise Lake Muskoka on a 100-year-old steamboat, sail to Dokis in Lake Nipissing, and fly to Eskimo Point in the Northwest Territories. This unique tour is already nearly sold out. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

September 5-20, 1987: Northwest U. S./Western Canada Rail Tour, limited to 40 real train riders. Departs and returns to Sandusky/Toledo, O., via Amtrak to Seattle, Wash., tours of Seattle area, boat to Victoria, B. C., lots of time in Vancouver area, 13-hour R.D.C. trip on BC Rail. Rail to Jasper and Kamloops on the Skeena and Super Continental, tours of ice fields, Okanagan and Thompson regions. Ride the Canadian to overnights at Calgary and Winnipeg. Return through North Dakota via Amtrak. All transportation, tours, and hotels included, no meals. Pullman extra. $1311 based on double occupancy, 30-person minimum. Send SSAE to Mad River & NKP Railroad Society "Trips," P.O. Box 42, Bellevue, OH 44811.

September 13-19, 1987: Seven-day tour of the British Columbia Railway by Budd car. Railfan special on the only railroad that operates steam, diesels, and electrics, all of which you'll see. Over 2400 miles! $675 Canadian (approximately $475 U. S.) includes charter train, hotels, and most meals. Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

September 16-24, 1987: Autumn in the Canadian Rockies Tour. The classic Canadian Rockies tour using the domeliners of VIA Rail Canada. Motorcoach Seattle-Vancouver. Two nights Kings Inn, Vancouver. Royal Hudson boat/train trip. VIA Rail CPR route domeliner The Canadian Vancouver-Banff. One night Banff area hotel. Tour Valley of the Ten Peaks, Moraine Lake to Lake Louise, one night at Chateau Lake Louise with dinner and breakfast. Tour Columbia Icefields Parkway to Jasper, snowcoach tour of Columbia Icefields, two nights Jasper at Lobstick Lodge, dinner Jasper Park Lodge, Maligne Lake cruise, Jasper-area tour, VIA Rail domeliner Super Continental Jasper-Vancouver, coach Vancouver-Seattle. Tour from $999. Brochure or to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

September 19-20, 1987: One of America's finest overnight excursions! Travel round-trip behind Norfolk & Western Class A No. 1218, from Lexington, Ky., to Chattanooga, Tenn. This 510-mile journey over all three divisions of Southern's CNO&TP, the Queen and Cresent Route,

is a very rewarding experience including such landmarks as High Bridge, the highest double track railroad bridge in America, New River Bridge, and the numerous tunnels, cuts, and grades on the "Rat Hole." Enjoy the spectacular scenery of the remote hills and valleys of the Kentucky and Tennessee mountains on one of Southern's busiest routes. This two-day trip includes all meals, hotel accommodations, and train fare. Limited capacity, one train only. For details send LSSAE to Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592. For information, call (606) 233-7177 between 9 a.m. and 6 p.m., eastern time, please.

October 2-17, 1987: The Grand Fall Tour. Grand hotels, quaint inns, and country trains of New England and New York. The ultimate autumn tour. A comprehensive circle of New England and upstate New York. Tour rides Cape Cod & Hyannis Railroad by private parlor car, Edaville Railroad (2' gauge steam), Amtrak Merchants Limited, Valley railroad (steam along the Connecticut River), Delaware & Ulster Railroad (1930's gas-electric through the Catskills), Amtrak Adirondack on the D&H route along Lake Champlain, Lamoille Valley Railroad (through last original railroad covered bridge), Green Mountain Railroad, White Mountain Central (Shay or Climax power), Mt. Washington Cog Railway (steam to highest summit in the northeast), Conway Scenic Railroad (steam), and Winnipesauke Railroad. Most of these lines will be used not as museum oddities, but as actual transportation. Tour features five 2-night and one 3-night hotel stay, all at classic Grand Hotels, or authentic country inns including the Mohonk Mountain House, Griswold Inn, Brandon Inn, Tara/Dunfey Hyannis Resort, Mount Washington Hotel, and the Hotel Saranac. Sightseeing includes Cape Cod, Nantucket, Newport, Mystic Seaport (with lobster dinner), Essex, Bear Mountain, West Point, Catskill Mountains, spectacular Haines Falls, Kaaterskill Clove (3000'-deep canyon), Lake George, Lake Placid, Whiteface Mountain, Ausable Chasm, Fort Ticonderoga, Shelburne Museum, Mount Washington, Franconia Notch, Pinkham Notch, Lake Winnipesaukee, and Sturbridge Village. Cruises on Connecticut River to Nantucket and on lakes George, Placid, and Winnipesaukee included. Tour is round-trip from Boston, includes most meals, fully-escorted at $1999 per person double, $2549 single. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

October 15-26, 1987: Blue Ridge Mountains-Heart of Dixie Rail/Cruise Tour. Amtrak to the Delta Queen. Take a 7-night "steamboatin" cruise on the legendary sternwheel steamboat SS Delta Queen, from St. Louis, Mo., to Chattanooga, Tenn., plus Amtrak to St. Louis. Stay at the Omni St. Louis Union Station Hotel, see the National Museum of Transportation, lunch at the Chattanooga Choo Choo Hilton, ride the Lookout Mountain Incline Railway and the Stone Mountain Scenic Railroad, plus Amtrak's Southern Railway flagship, The Crescent. Tour includes visit to Great Smokey Mountains National Park, Gatlinburg, Cherokee, and Atlanta, Ga. Fully-escorted from $1799. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

October 17-31, 1987: Grand Canada Rail/Cruise Tour. One of Rail Travel Center's independent, unescorted Train to the Sea packages. This tour features a seven-night cruise New York-Acadia-Halifax-Saguenay Fjords-Quebec-Montreal on the Royal Viking Sky and VIA Rail Canada Montreal-Ottawa-Toronto-Niagara Falls-Toronto-Vancouver, including city tours in Montreal, Ottawa, Toronto (by 1920's trolley car), and Niagara Falls. Depending upon cabin choice on the Royal Viking Sky and type of sleeper used on the Canadian, tour runs from $2499. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

November 4-18, 1987: Copper Canyon-Mexican Riviera Rail/Cruise Tour. Rail Travel Center's 1987 finale is a cruise to Mexico to ride the remarkable Copper Canyon railway. Tour begins with a night on the Queen Mary at Long Beach, Calif., then a 4-night/5-day cruise on the MV Stardancer, Los Angeles-Cabo-Puerto Vallarta-Mazatlan. Coach Mazatlan-Los Mochis, then an in-depth visit to the Copper Canyon, overnight at Divisadero, Creel, and Chihuahua. Ride the full length of the Chihuahua Al Pacifico Railway Los Mochis to Chihuahua. Sightseeing includes Mazatlan, Copper Canyon, Cusare Falls, Menonite Cuauhtemoc and Queen Mary/Spruce Goose. Ride National Railways of Mexico Autovia railcar to Juarez, with coach transfer to El Paso, Tex., for Amtrak or air connections. Fully escorted tour Los Angeles to El Paso, including most meals, from $1299. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

Mad River & NKP Railroad Society Rail Tours & Excursions for 1987. April 3-5: Tenth annual VIA train tour to Toronto, departs Windsor. May 1-3: Diesel excursion Orrville/Bellevue, O., to Chicago, Ill., overnight tour train, subject to insurance availability. June 6-15: Western U. S. Amtrak and narrow gauge train tour. August 15-16: Fourth annual State Fair Limited (departs Toledo, O., on August 15). Operation tentatively scheduled with steam, NW 1218. September 5-20: Western Canada rail tour, includes VIA and BC Rail. Late fall Mexico rail tour, details being finalized. Send SSAE to Mad River & NKP Railroad Society "Trips," P.O. Box 42, Bellevue, OH 44811.

Mammoth Amtrak Mileage Marathon! Start any date, 42 days available, 42,000 miles, 42 states, 42 interstate trains, and more. Sleeper all trains, 70 diner meals (mostly steaks with drinks and desserts), wine/cheese baskets, morning paper and drinks, Amtrak bag, antique railroad locomotive pocket watch, and guides, all for a dime a mile! Companions half-price, no limit, all extras! Confidential itinerary printout, 40-photo trip poster, $5 (refundable): Great Railway Journeys, P.O. Box 65, Miami, FL 33164. (305) 940-TRIP.

OVERSEAS

Austrian Rails – September 18-October 4, 1987: To celebrate the 150th Anniversary of Austrian railways, nine steam specials will operate featuring main lines, branches, and narrow gauge. In cooperation with Locomotive Club of Great Britain, this program will be limited to a maximum of 120 participants to insure good control for photography. Priority given to eastern Austrian lines that could be possible candidates for closure including some that are already freight only. Hotels at Vienna, Gmud, and Linz. For complete details: Overland Chapter-NRHS, 1412 Twelfth St., Moline, IL 61265.

British Rails – July 1-19, 1987: Covers England, Wales, and Scotland by first class rail and motorcoach. National Railway Museum at York, North Yorkshire Moors Railway, Severn Valley, narrow gauge steam lines in Wales, Snowden Mountain steam rack line, Chester, Blackpool trams, Isle of Man steam and electric, West Highlands Line, Kyle of Lochalsh, Glasgow, Edinburgh, and London. For details: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

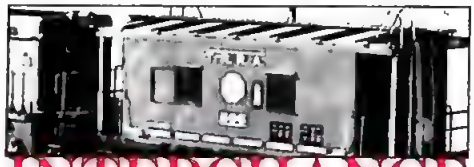
Britain – July 27-August 10, 1987: Imaginative, quality rail and cultural heritage tour. Full rail program for the fan with unique parallel optional sightseeing for non-fan spouses at no extra cost. Sample steam on main line, cog, and narrow gauge, diesel HST, Pullman, fabulous Manx interurban, horse cars, rail and trolley museums, tourist roads, dinner in the diner. Visit London, Stratford, York, Edinburgh, Isle of Man, and Wales. Comfortable hotels, good food, first class travel in Britain. Details: ESS, 152 Knollglen, Irvine, CA 92714. (714) 786-4167.

England and Wales – May 30, 1987: Lots of trains and other attractions. Trip includes a return-when-you-want feature. Steam trains, high-speed, York. $2499 Canadian includes return flight, trains, tours, hotels, and most meals. Brochure: West Coast Railway Association, P.O. Box 2790, Vancouver, B. C., V6B 3X2 Canada. (604) 520-3455.

European Rail Tours 1987: Small group (16 or less). Send SSAE to Rail/Road Tours, P.O. Box 465, Hyde Park, MA 02136. Call (617) 361-3609.

Scandinavian Rails – June 11-28, 1987: Covers Denmark, Sweden, Finland, and Norway in first class coach and sleeper accommodations. Danish rail-ferry operations, DSB museum at Odense and Copenhagen area museums. Stockholm sightseeing includes 2-foot gauge steam museum in nearby Mariefred. Silja Line ship to Helsinki and Finnish lake steamer. Cross Arctic Circle by rail enroute to Narvik. Fjord cruise and famous Bergen Railway, Flam branch. For details: Overland Chapter NRHS, 1412 Twelfth St., Moline, IL 61265.

TEFS Travel Service: Over 15 years' experience operating steam tours world-wide. "You'd like our way too!" East Germany – June 11-21, 1987: Both standard and narrow gauge steam, trams too! Poland – July 25-August 2, 1987: Travel behind steam power where available. Steam locomotive visits with photo permit. Zimbabwe and Zambia – August 8-22, 1987: First-class Garratt-hauled private train to Victoria Falls and beyond, and much more! Austria – August 26-31, 1987: Extend your vacation to Europe with a long weekend celebrating the 150th anniversary of Austrian Railways. Thailand – September 26-October 6, 1987: A wood burning 2-6-0 takes a special train to the River Kwai Bridge and beyond. Much more! Poland – October 31-November 8, 1987: Line-siding using a chartered bus. Steam locomotive depot visits with photo permit. SSAE for information from John Harmon, 189 Spring Beauty Dr., Lawrenceville, NJ 08648.



INTERCHANGE

Please furnish street address for TRAINS' private records when using a P.O. Box number.

This department is for the convenience of readers wishing to acquire or dispose of railroadiana. TRAINS reserves the right to edit undesirable copy or to refuse listings. Rate: 45 cents a word in advance. Count all numbers and initials, including your name and address (but not including zip code number). Copy should be type-written or printed. Make checks payable to TRAINS magazine, and address all correspondence to Interchange, Attention: Cathy Schnackenberg.

CLOSING DATE: 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.).

READERS' NOTE: When advertiser says SSAE or SASE he requires stamped, self-addressed envelope with your inquiry. LSSAE is large envelope.

FOR SALE

Railroadiana for sale: Rare and diverse offering of railroad china, silver, lanterns, globes, brass locks, keys, and miscellaneous for sale. Continuously offering service plates. George Washington china and unknown top-marked patterns. Send $1 (refundable on first purchase) and LSSAE for unique listing to Golden Spike Enterprises, P.O. Box 422, Williamsville, NY 14221.

Miscellaneous magazines, 1915-1982. Railroad Cyclopedias, Baldwin Locomotive magazines. 60¢ SSAE. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Wide selection of quality railroadiana, all guaranteed. Locks, keys, lanterns, dining car items, steam whistles, builder plates, hardware, telegraphy, etc. Will take consignments, also buy. For details and 24-page list, send $1.50. T&L Railroad, 4512 Montrose, Houston, TX 77006. (713) 523-4356.

Mainline steam photos: New list No. 6, 4800 black-and-whites, including 2000 AT&SF, plus CB&Q, C&S, DRGW, RI, SP, T&NO, T&P, and UP. Early diesels. List, sample $2. Gordon Bassett, 1922 Kodiak Dr., Colorado Springs, CO 80910.

Original color slides: Fallen flag roads, plus extinct units/color schemes on existing roads. New list every two months which includes AT&SF, ACL, B&O, CNR, CPR, CofG, CNJ, C&O, CB&Q, C&EI, CGW, CMStP&P, C&NW, CRI&P, D&RGW, EJ&E, EL, GTW, GN, GB&W, GM&O, IC, IT, KCS, LV, L&N, MKT, MP, Monon, NH, NYC, NP, PRR, PC, RDG, SLSF, SAL, Soo, SR, SP, SP&S, UP, Wabash, WM, WP, etc. Diesels, plus a few electrics and some short lines, too! Many interesting units including PA, FA, Shark, E, F, C-Line, Erie-built, T-M models. LSSAE. R. Wallin, Box 1784, Springfield, IL 62705.

Dining-car china, glasses, silver, ashtrays, timetables, railroad metal, rules, cloth, paper. Send long 39¢ stamped envelope for big list. Several railroads. McClellan, 1752 S. Wichita, Wichita, KS 67213. Also buying large, small collections of railroadiana.

Passenger-hauling trains, parts, various gauges, and photos. Details, $5 currency. Grant Railroads, 3 Lefurgy Terrace, Hastings-on-Hudson, NY 10706. Write only.

Over 10,000 back issues of magazines. MODEL RAILROADER, TRAINS, RMC, etc. Please send your want list. All magazines, 75¢ each plus postage. The Plain Dealer, 5 Mohawk Dr., Wolcott, CT 06716. (203) 879-9797.

Original Kodachromes and negatives. Lists and sample, $1. Colbert, Burton, OH 44021.

Broad assortment of railroadiana for sale. Four quarterly lists for $1. Charles A. Coulomb, Box 116C, Convent Station, NJ 07961 or (201) 689-3990.

Photos and slides. This is our third catalog of slides and color prints. We have over 300 companies available, more than 1300 views, including all major railroads, shortlines, switching and terminal roads, industrials, freight cars, cabooses, and steam engines. Valuable for railfans, scratch-builders, and modelers. Most slides and photos are ¾ view and centered, perfect for whatever your needs. Send for our 26-page catalog with complete ordering information. $3 ($5 overseas) plus free 3" x 5" photo. Rail Photos Unlimited, P.O. Box 2306, Joliet, IL 60434.

Now available. Pacific Electric map, the world's largest suburban electric railway, over 1000 track miles in four counties, 1925 revised. Accurate, authentic, detailed. $3 postage paid. Kalor, P.O. Box 971, Alta Loma, CA 91701.

Slides: Prototype Pix is thinning out its collection. No duplicates, all originals, our choice. Forty slides for $8. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

Build your collection with fine quality original black-and-white negatives and Kodachrome slides. Choose from current and extinct railroads and motive power. Wide choice of areas. Many pre-Conrail and other hard-to-locate items. Get those elusive slides and negatives. Send SSAE for free facts and prices. William J. Brennan, 82 Devonshire Rd., Cedar Grove, NJ 07009.

Black-and-white photos: Trolleys and interurbans, mostly taken from 1944 to 1955. Send $3 for detailed computerized list of 2300 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Steam and diesel black-and-white photos. Mostly midwest roads, 1940's and 1950's. Send $1.50 for computerized list of 650 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Back number magazines, books, Official Guides, and other railroadiana. LSSAE for list. Vallette, P.O. Box 447-C, Bethayres, PA 19006.

Louisville & Nashville and other railroads' original slides and negatives. LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Railroad video. Send LSSAE for catalog to: Richard W. Clark, 607 McNeill Rd., Silver Spring, MD 20910.

"Rails Across the Berkshire Hills:" Conrail and B&M action in western Massachusetts. Softcover, 60 pages with 100 black-and-white photos. Color cover. $9.95, postage paid. Order from John Bazan, 51 Preston Ave., Pittsfield, MA 01201.

DL&W, Erie, LV, CNJ annual reports, instructions. Send LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Railroadiana and rare books: Rail, sea, and air. LSSAE for list to D. Wornom, 221 N. Kenilworth, 101, Oak Park, IL 60302.

Narrow gauge (3') railroad for sale. 2-6-0 Porter, new boiler, and new tender, as per original. Oil-fired, air brakes. Cutest little engine there is. Two cabooses, one flat car, one 36' passenger car, one hand pump car, and one work car. All kept under cover in perfect condition. Six 60 lb. stub switches including 3-way stub. A lot of 60 lb. rail, much more. Everything goes to one buyer, will not separate. (608) 452-3590.

Bledsoe Rail Slides: Over 60 different high-quality 35mm sets available. Send for free samples and catalog. P.O. Box 377, Crowley, TX 76036.

Back issues: TRAINS, MODEL RAILROADER, Railroad, and others. SSAE for list. Alker, Mayflower Court, Martinsville, NJ 08836.

Fogg reproductions: Full-color, initial run from original Fogg paintings of Alco diesels. SSAE for price list. The Mailbox, R.D. 3 - Jockey St., Ballston Lake, NY 12019.

Original Kodachrome slides, black-and-white negatives. Over 2000 subjects. List and sample, $1. Paul K. Withers, R. D. 4, P.O. Box 170H, Halifax, PA 17032.

"Dining On Rails" is going out-of-print soon. Only 100 copies available. If you are a china collector, don't delay the addition of this 320-page book (with 903 quality black-and-white photos) to your library. Send your check or money order for $43.95 to: RK Publishing, 3875 Eaton St., Denver, CO 80212. Coming in '87: "Teapot Treasury," a companion book to "Dining on Rails."

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PR[illegible]ream, diesel, electric, passenger and freight cars, col[illegible]. See FJC below

N&W, NKP, Wabash, Southern steam, diesel, equipment. See FJC below.

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LV, EL, CNJ, RDG, NH, NYC steam, diesel, electric equipment. See FJC below

MKT, Frisco, KCS, MP, RI, CB&Q, Milwaukee diesels, equipment. See FJC below

UP, SP, AT&SF, D&RGW steam, diesel, equipment. Duplicate slides. List, sample $2. FJC, P.O. Box 3102, Newport, DE 19804-0102.

White Mountain NH video, VHS. Climb aboard an ex-Maine Central motorized railcar for an exciting ride on the soon to be abandoned mountain route from Portland to St Johnsbury. Climb 900 feet in nine miles as we wind through Crawford Notch on a shelf cut through over 100 years ago. Send $29.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887.

Green Mountain Railroad video, 70-minute VHS cassette of 52-mile Vermont Railroad on its daily trek to Rutland. Exciting shots from the aging GP9 and bay window caboose of narrow mountain rock cuts and high trestles in their winter ascent of Mt. Holly. Rural New England towns, including abandoned Steamtown as seen by the cab crew. Send $29.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887

Scarce, rare, and out-of-print books, manuals, publications, and miscellaneous railroad items. Send 44¢ in stamps for catalogs. Western Book Company, Dept. TM, P.O. Box 271, Gaston, OR 97119.

Pennsylvania traction books, slides, and photographs. LSSAE for information. Ben Rohrbeck, 1003 N. Chester Rd., West Chester, PA 19380.

Railroadiana: Send LSSAE for new spring list of china, silverware, lanterns, locks, keys, timetables, and much more. Railroad Antiques, 532 Corona, Denver, CO 80218.

Railroad conductors' uniform buttons. Send $2 for three samples and list. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Railroad postcards in full color, old and recent scenes, Conrail and predecessor railroads: C&O, CB&Q, CSX, D&RGW, FEC, GN, KCS, MP, L&N No. 152, N&W No. 611, Frisco, Cotton Belt No. 819, Southern Crescent, SP, SP&S, T&P, and more. Fifty-five new postcards for $7.50 or $1 for six samples and complete listing. Mary Jayne's, Route 5, Box 132-A, Covington, VA 24426.

Milwaukee Road former mainline land near Missoula, Mont. Gorgeous area, nice homesite. LSSAE: Jeffrey Showell, 9391 Kayenta Dr., Tucson, AZ 85749.

Railroad books at discount. Check our low prices. Send LSSAE for list. Railroad Equipment, Dept. T, 725 Fullerton Dr., Turlock, CA 95380.

Video tapes to trade: Have 90-minute VHS tapes with sound of Cajon, Tehachapi, San Timoteo, and more. Trade for northwest, midwest, and eastern areas. SSAE for details. 92 Lloyd, Newbury Park, CA 91320.

Rare railroad recipes. From dining cars of famous bygone trains. Delicious. Ten only $5. LSSAE to John Chappell, 131-3 Thompson Street, New York, NY 10012.

New roundhouse railroadiana list. Great variety of china, glass, paper, and miscellaneous. Send $1 to Serpico, P.O. Box 638, Hawthorne, CA 92051.

Delivered anywhere. U. S. operational CNJ coach. Open windows, tight locks, rollers, and beautiful mahogany interior. Also, restored heavyweight Pullman. Ten bedrooms, parlor, kitchen, mint. Details $1 stamps. A. Coleman, 28 Brookhaven Blvd., Pt. Jefferson Station, NY 11776.

Railroad video rentals. Low cost rental plan lets you watch all those great videos you can't afford to own. For details write: Clear Signal Video Rentals, P.O. Box 418, Sharpsburg, MD 21782.

Railroadiana: Seven pages of quality authentic collectibles. Send $1 for current list. Golden Age Memories, P.O. Box 9623, Madison, WI 53715.

"New Northern Ohio Interurbans," drastically reduced (below cost) to settle estate. 320-page book written by Harry Christiansen just before his death in 1985. 140,000 words – 1000 illustrations. A must for every trolley and nostalgia fan. Hardcover was $39.95, now $22. Softcover was $33.95, now $16. Make checks, plus $1.50 postage, payable to Liz Christiansen, P.O. Box 762, Erie, PA 16512-0762.

Authentic railroad memorabilia: China, silverplate, glassware, linen, keys, locks, lanterns, and timetables. Newest listing $1.50. Railroad Artifacts, P.O. Box 305, Cheektowaga, NY 14225-0305.

Original slides: U. S. and Canadian. LSSAE for listing. W. Raia, P.O. Box 2069, Schiller Park, IL 60176.

Collection of Southern Railway folklore and stories from northern Virginia area in book form. 143 pages, hardback, 40 illustrations. $14.35 plus $1.50 postage and handling. Virginia residents add 65¢ sales tax. E. R. Conner III, 4804 Pageland Lane, P.O. Box 52, Catharpin, VA 22018.

Early bound volumes of TRAINS and Trains and Travel. Mint condition. SSAE and 20¢ for list. Tom Harper, 6066 Reinhard, Philadelphia, PA 19142.

Scanner directories, railroad and more! Precision, 1905 Johnson Mill, North Branch, MI 48461.

Join PRR Calendar Collectors Club. Free advertising in quarterly newsletter. Sell, buy, or trade original uncut PRR calendars and datesheets. Member's directory. Send four SSAE's and $5 to 16703 Groverdale, Covina, CA 91722. Also will trade Rock Island 1945, 1946, NYC 1947, 1952, and others. B&O 1954, 1959, and C&NW Twin Cities "400." SSAE for details.

Builder and number plates: Rhode Island numberplate. PRR Keystone, GG1, N&W, VGN, B&O, NP, SP, B&M, NYC, NYNH&H, IC, C&O, PM, D&H, CB&Q, B&A, Rock Island, WP, AT&SF, CN, CP, and foreign. Many plates reduced. LSSAE with 39¢ postage for 1987 list. M & M Enterprises, P.O. Box 494, Avon, CT 06001.

Duplicate color slides: Norfolk & Western, Soo, Southern, and others. List and two samples $1.50. Vernon E. Ryder Jr., P.O. Box 92, Portsmouth, VA 23705.

Milwaukee Electric fareboxes. After 66 years of service on streetcars and buses, these classic boxes are available. Send SSAE to East Troy Electric Railroad, P.O. Box 436, East Troy, WI 53120.

Railroadiana list. New list No. 13. China, silver, plus other collector items. Send LSSAE for list. Elizabeth Kelly Collectibles, P.O. Box 31262, Omaha, NE 68131.

Strictly menus list. New list No. 8. Many one-of-a-kind for collectors selection. LSSAE with 39¢ postage. Elizabeth Kelly Collectibles, P.O. Box 31262, Omaha, NE 68131.

Diesel black-and-white negatives: 616, 120. AT&SF, B&O, EL, NYC, PRR, PC, UP, etc. State interests. LSSAE to Peter Gary, 520 Camino Encantado, Los Alamos, NM 87544.

Videos from film. GG1's, steam, trolleys, etc. Free list. Bill Myers, 25-76 41st St., Astoria, NY 11103.

35,000 locomotive slides. The First Section duplicate slide catalog and reference book: 142 pages, perfect bound, alpha-numeric format, 1620 companies, engine numbers, models, paint schemes, and dates. Class 1, Shortline, and Industrial from U. S., Canada, Mexico, and other countries. Introductory offer $5.95 (includes sample and $1 coupon). Porreca & Associates, Inc., P.O. Box 22, Boulder, CO 80306.

Headlight from Central Vermont No. 452 and two classification lights from Central Vermont steam locomotive. Pennsylvania cast keystone "W" sign. Best offer for each by May 15, 1987. Must pick up headlight. Richard Townley, 184 S. Maple Ave., Basking Ridge, NJ 07920.

For sale: Baltimore & Ohio diesel negatives, size 116 and 120. Most are pre-merger paint and taken in 1970 or later. Richard J. Anderson, 334 S. Prindle, Arlington Heights, IL 60004.

Color slides: SBD, CR, Chessie, SOU, and shortlines for sale. Forty slides $5.75, postage paid. All sales final. William Caswell, 1112 Maryland Ave., St. Cloud, FL 32769.

Steam prints, original negatives. Diesel, equipment. Black-and-white, color prints, slides, or original negatives. 400 railroads, 25,000 subjects. Specify interests. SSAE to Quinn, Worcester, NY 12197.

Union Pacific 1987 freight train symbols and schedules. 44 pages. $6 postpaid from John Carr, 7500 W. Camp Wisdom, Dallas, TX 75236.

PC simulators: Locomotive, dispatcher, and air traffic controller. For PC/PCjr. Demonstration disk $10, refundable with purchase. BC Services, 2303 W. Reading St., Tulsa, OK 74127.

"Railroading in the Carolina Sandhills," Volume 1: The 19th Century, covers 262 different carriers, trolleys, tramways, and planned lines. 224 pages, 190 illustrations, hardback. Includes formation of SAL, ACL, NS, and SOU. Send $35 (free shipping) to: Heritage Publishing Company, 207 Kimrod Lane, Matthews, NC 28105. Free autograph upon request. MasterCard, Visa, and Choice accepted.

"The Piedmont & Northern (Electric) Railway Video." 56 minutes of color footage from 1948 electric era and 1958 diesel era. Includes trolleys, interurbans, steeple cabs, and diesels (NC primarily). Send $50 (free shipping) to: Heritage Publishing Company, 207 Kimrod Lane, Matthews, NC 28105. MasterCard, Visa, and Choice accepted.

Railroad lanterns. LSSAE for list. Joe Reiner, P.O. Box 8632, Ft. Lauderdale, FL 33310.

611 video, $15.95. Follow 611 as she tours the nation, talk with her crew. VHS, 27 minutes. Railway Productions, Les Jarrett, 3627 N. Rockton #304, Rockford, IL 61103.

Bids will be accepted until May 1, 1987 on a collection of 1000 second-grade color slides of SP/T&NO diesels shot between 1964 and 1969 on Pacific Lines. David Dallner, Building A, Apt. 25, 515 Wier Rd., San Bernardino, CA 92408.

Dining car china, silver, linen, glassware, operator manuals, timetables, rulebooks, playing cards, menus, and other railroadiana. When in the Athens, Ga., area visit Memory Station. Twenty miles north of I-20 or 40 miles south of I-85 on U. S. Hwy. 441. Memory Station, P.O. Box 56, Watkinsville, GA 30677. (404) 769-8686.

The great timetable giveaway. Attention timetable collectors: Free SP Oregon division. Employee timetable and Amtrak system timetable with each order from Possum Belly brand new spring timetable catalog. Rush your SSAE to PBC, P.O. Box 1285, Glendora, CA 91740.

Rare china: Midland Terminal Railway, Colorado Midland successor. Top logo. Apparently Shenango made three test pieces. Offers considered. Details for SSAE. P.O. Box 754, Davis, CA 95617.

"Downeast Depots." New book featuring a pictorial review of Maine railroad stations together with brief histories of the railroads that served them during the steam era. 176 pages with more than 300 photos on high-quality stock, 8½" x 11". Soft leatherette-finish cover. $17.95 postage paid from author Robert F. Lord, 34 Freedom Dr., Collinsville, CT 06022.

Fairmont ST-2 inspection cars. Mint condition 1955 with cab, $1200. 1930's without cab, $500. SSAE for details, Ken Kurdt, Caroline Dr., Wappingers Falls, NY 12590.

"Murals From a Great Canadian Train," tells the fascinating story behind the impressive murals that graced the interior of the famed train, "The Canadian." Enjoy this beautifully designed 192-page book with 73 color and 71 black-and-white illustrations. U. S. dollars $29.95, postage paid. Mo-Trains, Suite 1005, 1253 McGill College Ave., Montreal, Canada H3B 2Y5.

Pere Marquette fans: Large selection of black-and-white prints, many other roads available. LSSAE and $1.50 brings list and sample. Jim Olmstead, 1130 Washington St., Indiana, PA 15701.

Original Kodachromes: Chessie, Conrail, P&LE, and many others. LSSAE for list. Jim Olmstead, 1130 Washington St., Indiana, PA 15701.

Quality duplicate color slides. Twenty slides per set, only $9. Sets include Amtrak Heritage, CB&Q/C&S, FW&D, Frisco, KCS, Milwaukee, Mopac, OK&T, SP, and UP. Two sets each CRI&P, D&RGW, Katy, and four sets AT&SF. List and sample $1. Trackside Slides, 245 S. E. Robin Rd., Bartlesville, OK 74006.

Colorado collectors: Midland Terminal china, see "Rare China" ad elsewhere in this section.

Trains bound and in binders. Also books. SSAE to J. Wilkus, 1644 S. Lawrence, Philadelphia, PA 19148.

For sale: "Mineral Belt," Volumes I and II, $70 for both. "Rio Grande to the Pacific," $27.50. "Otto Perry's Railroad Pilgrimage," $32.50. "The Story of Erie," Mott, 1908, $67.50. "Fares Please," 1941, $20. "Atlas of Rochester, N. Y.," 1888, from the LVRR General Offices. "The Electric Railways of Minnesota," 1976, $37.50. Postage extra. LSSAE for other books. Carl Larson, 62 Crane St., Caldwell, NJ 07006. (201) 226-6332.

Protect your public system timetables with clear plastic covers. 100 for $4, 200 for $7, or 1000 for $27. Please add $1.50 postage. Grayland Station, P.O. Box 31344, Chicago, IL 60631.

Over 10,000 different black-and-white depot photos. $3 each. A list for every state. A set of 50, one from each state, $100. Everett Huffer, 116-33rd St. Dr., S. E., Cedar Rapids, IA 52403.

Giant new 1987 list of rare books, railroadiana, and paper. Send two stamps. Specify interests. Collections purchased. Gary Altschuler, P.O. Box 274C, Convent, NJ 07961.

"The Route of Phoebe Snow," a history of the Lackawanna Railroad in words and pictures. Revised, enlarged edition. 184 pages, 230 photographs, and six maps. $20 postage paid. New York residents, tax please. Shelden King, 361 Route 14, Lyons, NY 14489.

Northeastern steam photos. 3000 1920's to 1950's photos, send $1 for information and sample listing to: Cals Classics, 192 E. River Rd., Nichols, NY 13812.

Original 1920 Northern Pacific Railway semaphore heads with blade and lenses. For more information, color photo, and order form, send $1 to Fred Simon, Signal Dept., W1909½ 7th, Spokane, WA 99204-3507.

Railroadiana for sale. List No. 1 on Milwaukee Road paper and hardware items, for 39¢ LSSAE and $1. List #2 for paper on other railroads, hardware, and back issue magazines, for LSSAE and 50¢. David Baack, 280 Grand Ave., Marion, IA 52302.

Railroadiana paper, timetables and more. Canadian National specials. LSSAE brings list No. 7. Westshore Limited, P.O. Box 1162, Woodstock, NY 12498.

NYS&W 1946 equipment modernization report. History, colored pictorial map, and equipment illustrations. $7 postage paid. John Scott, 104 Williams Lane, Foster City, CA 94404-3968.

Coastline Slides has some of the very best rail-action slide sets featuring SOU, N&W, NS, SBD, and other southeastern subjects. Each set contains 20 slides for just $9. Sample slide and list $1. Coastline Slides, Dept. KT487, 1143 Patrick, Fayetteville, NC 28304-9640.

Passes and postcards. All originals, mostly pre-WWI. LSSAE for list No. 8. Most postcards on this list are depots. Tibbetts Corner, P.O. Box 16729, Cedar Heights Station, Stamford, CT 06905.

Color slides: Thinning collection, $2 up per 36. Also negatives and TRAINS back issues. SSAE to Harmen, 2 Lathyrus, Pueblo, CO 81001-1115.

Duplicate color railroad slides. U. S., Canada, Mexico, and Europe, 1950's to 1980's. Steam, diesel, and electric. New catalog No. 4, $1. LSSAE to Hudson Leighton, 1722 Oliver Ave., S., Minneapolis, MN 55405.

Back in print: "Homage to the Santa Fe," by Armitage. Clothbound, 153 pages. Over 125 photos and illustrations on the great streamliners, steam and diesel locomotives, advertising, and more. $22 postage paid. Special together with "Operations Santa Fe," by Armitage (regularly $16.50), both for $31 postage paid. Omni Publications, P.O. Box 216, Hawthorne, CA 90251.

1959 Santa Fe plat map of Dodge City, Kans., milepost 350.5 to 353.5. Showing structures and layout of track. 2' x 4' blueprint, $35 postage paid in U. S. Santa Fe's Operating Department Rule Book 1975 to 1985, mint, $12 postage paid in U. S. 1917 Kansas Railroad Map 20" x 30" offset copy, $10 postage paid in U. S. David G. Stevenson, 3994 Roseberry, Wichita, KS 67210-1150.

Caboose playhouse plans: Build the kids a scaled-down version of the real thing. Five-page (17" x 22") set of blueprints showing all construction details, $9.75. Caboose Plans, 14444 Watt Rd., Novelty, OH 44072.

Over 70 companies: Main Line, Industrial, Canadian, and U. S. Send $1 for list and sample slide to: Lakeshore Rail Photos, P.O. Box 40, Newtonville, Ontario, Canada LOA 1JO.

Liquidating large 25-year HO brass collection. Send 39¢ LSSAE for first list. Brass, P.O. Box 1087, Martinsville, IN 46151.

Railroadiana list. LSSAE to Joe Mazanek, 795 Aspen, Buffalo Grove, IL 60089.

Mail auction of duplicate and surplus items, including many varieties of old passes, timetables, books, and hardware, not only from Colorado railroads, but from all over the country. Catalog, when ready, will be mailed to those who send in requests. Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402.

Eight Fairmont motor cars. One, two, four, and six-cylinder engines. Some run, some don't. Priced from $300 to $1200. Also other railroad hems. Send $5 for color photos and list to: SJ Railroad Museum, 875 Industrial Dr., Easton, PA 18042.

Railfan's guide to Binghamton, N. Y. Maps, color photos, directions, rosters, and more! $3.50 postage paid. Guide, 3 Greystone Dr., Dryden, NY 13053.

Ed Gardner's Pictorial Review Books, reproduction Second Editions now available. Enjoy fascinating reproductions of rare passenger timetables and postcard scenes. Jersey Central Volumes 1-2, Erie Volumes 1-2, Lehigh Valley Volumes 1-4, Lackawanna Railroad Volumes 1-3, Chicago & Alton Railroad, Milwaukee Railroad Volumes 1-4, Rock Island Volumes 1-3, Central New England Railway, Rutland Railroad, Texas & Pacific Railroad, West Shore Railroad (part of New York Central) Volumes 1-2. Informative, fascinating book. Pennsylvania Railroad Tunnels and Terminals in New York City with over 70 postcard views of old Penn Station, Reading Railroad Postcard Views and Timetables, New England-Washington-Richmond Timetable Pictorial 1927 to 1937, and exciting new pictorial on The Yankee Clipper, N&NH&H. Immediate shipment. All pictorial review books only $8. Each postpaid from: Ruth Gardner, P.O. Box 199, Mountaintop, PA 18707-0199.

Southern Private Railroad has for sale: Steam locomotives, 700mm gauge in 0-8-0 and 0-4-4-0 types. Most complete going, for tourism or investment use. Melbourne's famous Trams, green, original and going W2 class. Built in the 1920's. Last of type in service, same as Seattle Trams. Investment or rail use, limited number available. Victorian railway-style signal lamps, original, complete. 7" x 13", kerosene powered. Limited number, at $90 each. We are currently purchasing railroad equipment in Indonesia and the Phillipines and welcome inquiries. Please reply SPRR, P.O. Box 126, The Basin, 3154 Australia.

"Sherman Hill, a Guide to Facilities and Operations," 24 pages, color softcover, includes text, maps, timetable excerpts, signal aspects, route profiles, photos, and more. $6.95 postage paid (Colorado residents add 18¢ tax, 35¢ in Fort Collins). Order from Donald Park, 1025 Oxford, Apt. L-138, Fort Collins, CO 80525.

Photos. Black-and-white, many roads. SSAE for list. Bob Lorenz, 1939 Whittaker Dr., Fremont, OH 43420.

Lorenz reproductions: Full-color, from Bob Lorenz paintings. Steam era. SSAE for list. Rail Art, 1939 Whittaker Dr., Fremont, OH 43420.

Steam, diesel, and trolley negatives. Excellent selection, reasonable prices. List, 39¢ stamps. Meyer, 128 Corner St., Watertown, WI 53094-4809.

Two Pennsy "Cascade" 10-5 (prewar) sleepers. Inquire to SHRHS, P.O. Box 224, Grandview, MO 64030.

Frisco 1632 black-and-white framed prints. Donate $16.32. SHRHS, P.O. Box 224, Grandview, MO 64030.

A Century of Pullman Cars, Volume I: Alphabetical List. A classic reference, listing the names of over 21,000 Pullman cars and their essential characteristics (from original Pullman records). Volume I is the Car Finder and the key for identification and quick reference for future Volumes II through V. No. 10-6715, $49.95. Greenberg Publishing, Sykesville, MD 21784. (301) 795-7447.

Eastern Massachusetts Railfan's Guide. 24" x 36" three-color map with metropolitan Boston inset. Detailed railfan's guide text, $3.75 postage paid. Mass Bay Railroad Enthusiasts, P.O. Box 360-T, Babson Park, MA 02157.

MISCELLANEOUS

Planning a steam tourist railroad? Independent feasibility studies, business plans, funding programs, equipment, and insurance. Send $20 for 25-page advertising questionnaire with free review. P.O. Box 35, Beaver, AR 72613. (501) 253-7329 NCC.

WANTED

Seth Bramson, 330 N. E. 96th St., Miami Shores, FL 33138 wants anything FEC or predecessors, anything Florida.

Timetables: High prices paid. Carl Loucks, 199 Wayland, Hamden, CT 06518.

Seth Bramson is one of America's largest buyers of railroad and trolleyana. Top prices paid. Try me first. Postage paid on approvals. 330 N. E. 96th St., Miami Shores, FL 33138.

Buying railroad china. Especially manufactured by Buffalo or Syracuse China. Altman, P.O. Box 422, Williamsville, NY 14221.

Railroad china wanted. Collector buying railroad china, especially Baltimore & Ohio blue-and-white Centennial. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213.

Vic Reyna is buying traction negatives of west coast lines; SFM, MSR, KS, PE, IER, EBT, PG&E, etc. Also all mainline electrics. Details to P.O. Box 568, San Francisco, CA 94101.

Negatives wanted: Buying collections of SP, WP, UP, AT&SF, GN, NP, SP&S, etc. Both diesel and steam. Write to: Vic Reyna, P.O. Box 568, San Francisco, CA 94101.

Wanted: Original Kodachrome slides of action shots of Class 1 railroads and western roads, especially UP and unit train. Will pay top dollar for duplication and copyright release. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

TRAINS Magazine, pre-1950 issues, rail books, older Official Guides, railroadiana collections, Pullman door nameplates. Arlix, Box 5063-C, Philadelphia, PA 19111.

Magazines before 1950. Cyclopedias, books, railroadiana. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Locomotive builder/number plates, tall, fixed globe lanterns, colored cast globes. Send description, price. Tim Moore, Box 494, Avon, CT 06001. (203) 651-9684.

Former slide photographer? Do you have a dormant slide collection that you'd like to convert to cash? I've paid out over $200,000 for slide collections over the past 10 years, and am constantly seeking additional quality material. Primary interest is in pre-1970 slides, but will consider groups which also include newer material. I can offer ready cash for such slide collections, and will travel to your location at any time to inspect your material. Dick Wallin, Box 1784, Springfield, IL 62705. Phone (217) 498-9279.

Railroad books wanted for personal library. Inquiries answered. Thales, Box 221, Kingston, NJ 08528.

Anything CB&Q, C&S, and FW&D. Mike Spoor, 2521-D Potomac Dr., Houston, TX 77057.

Wanted: Good working, "Alamite Gun" and the Hard grease. William Cashin, Project 39, P.O. Box 1013, Riverhead, NY 11901.

Wanted: Rail books, paper collections, magazines, cyclopedias, Official Guides, calendars, express, and railroadiana Steve Botan, 14395 Baker, Westminster, CA 92683

RF&P steam photos and slides. Thomas Brown, 5342 Overton Rd., Nashville, TN 37220

Private collector interested in buying Golden State china. Send description and price to: I. Tiahnybik, 1143 W. Lake St., Chicago, IL 60607.

Wanted: Wheeling & Lake Erie and Philadelphia & Reading baggage checks. R. Stone, 2227 Marydale Ave., Williamsport, PA 17701.

Wanted: Books and photographs concerning underground freight railway linking Chicago department stores. Steve Hobson, 511 Hazeldell Ave., Winnipeg, Manitoba R2K OR4, Canada.

Lake Champlain & Moriah locomotive, rolling stock, roundhouse, shops, and wreck photos Edward Baumgardner, R. D. 2, Box 318, Oneonta, NY 13820.

Wanted: All Prince books, especially ACL, NS, Central of Georgia, RF&P, Georgia, Seaboard, and NC&StL. T. English, 2132 Lakeview Circle, Matthews, NC 28105.

Wanted: New York Central line, Tupper Lake, N. Y., to Ottawa, Ontario. Station, train, photos, moving pictures, etc. Ron McIntyre, Apt. 215, 1339 Meadowlands Dr., Nepean, Ontario, K2E 7B4 Canada.

Wanted: New York, Ontario & Western 8mm and 16mm black-and-white and color movies. Color photos of the Mountaineer, memorabilia. Allan F. Seabach Jr., 104 Oak St., Orangebury, NY 10962. (914) 365-1473.

Buying singles/collections public, employee timetables, guides, passes, and other paper railroadiana. Larson, P.O. Box 210, Sioux Falls, SD 57101-0210.

Wanted: Original NYC 20th Century Limited drumhead sign. Logo, depot, and express company signs. Don Hocevar, 545 S. Washington St., Constantine, MI 49042. (616) 435-5075.

Wanted: Prototype photographs of diesel demonstrators in demonstrator paint. Possible use in book. Color preferred. Price and description first letter. All answered. Macopin Enterprises, 878 Macopin Rd., West Milford, NJ 07480.

Wanted: Diesel builders plates from Erie, DL&W, NYC, PRR, LV, Reading, NYO&W, L&NE, L&HR, and CNJ. Especially Alco products. Robert Bombel, 20 Alaska St., Garfield, NJ 07026.

Long Island books, first five volumes of Seyfried's history. Also the Smith history. Dave Morrison, 28 Azalea Ct., Plainview, NY 11803.

Magazines 1900 to 1950, loose or bound Railway Mechanical Engineer, Boiler Maker, Railway Age, etc. Also mechanical associations, proceedings, books, manuals, and standard practices on locomotives, cars, and air brakes. Locomotive Repair Co., P.O. Box 107, Union, IL 60180.

Freight car original slides. Taken prior to 1975. Freight car diagram books. Slides, 306 Ridgefield, Endicott, NY 13760.

Researcher pays cash for duplicate slides or black-and-white prints of specific PRR passenger cars. Double if shot in Pittsburgh. SSAE for list to Debberthine, 16703 Groverdale, Covina, CA 91722. (818) 966-3007.

Wanted: Manuals, literature, photos, or any information on 35-ton Whitcomb switcher engine. Danny Forman, 139 Ryon Ave., Hinesville, GA 31313.

Wanted: Bound volumes of TRAINS, Volumes 1-3 and 39 needed to complete collection. Call Alan at (703) 684-8807 or write to Alfa Inc., 125 S. Fairfax St., Alexandria, VA 22314.

William Mason locomotive lithographs, drawings, and information wanted by Peter Kilham, Mill Rd., Foster, RI 02825.

Wanted: Information leading to purchase of fire apparatus used by railroads, especially interested in steam fire equipment. Ted Elder, 9390 Columbus Rd., Louisville, OH 44641. (216) 875-2323.

Slides: CR and predecessor Alco Centuries, pre-1980 D&H diesels, etc. Dan Crossman, 32 Cameron St., Bath, NY 14810.

Black-and-white negatives: Top price paid for black-and-white negatives of steam, cars, work equipment, and depots. All roads. Singles or collections. Tom Klinger, 11735 W. 38 Ave., Wheat Ridge, CO 80033.

RAILROAD SHOWS

March 21, 1987: Carolina Train and Toy Show, National Guard Armory, 300 6 St., Belmont, N. C., 10 a.m. to 3 p.m. Admission $1.50, under 12 free with adult admission. Information: SSAE to North Marietta Depot, 2640 Fraser Rd., Marietta, GA 30066. (404) 427-8093, evenings.

April 4, 1987: Seventh Annual Arkansas Railroad Club Show/Sale. Fisher Armory, North Little Rock, Ark., near the junction of I-40 and I-30. LSSAE for information: Bill Pollard, Box 10222, Conway, AR 72032.

April 5, 1987: Seventh Annual Helena Railroad Fair. Civic Center Ballroom, Helena, Mont., 10 a.m. to 4 p.m. Set-up 8 a.m., $15 per table. $1 general admission. For information call John A. Elliott, 24 S. Montana Ave., Helena, MT 59601. (406) 443-2348.

April 5, 1987: Fifth Annual Buckeye Railroad and Transportation Artifacts Sale. Ohio State Fairgrounds, Rhodes Center Building, Columbus, O. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. Come to the heart of Ohio for superb railroadiana, on sale from many of the top collectors and dealers in the U. S. For information, LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

April 26, 1987: Harrisburg, Pa., Harrisburg Chapter National Railway Historical Society's First Annual Train Sale and Show. Harrisburg River Rescue Building, S. Cameron St., 10 a.m. to 4 p.m. Admission $2, tables $15. Information: Harrisburg Chapter NRHS, P.O. Box 3423, Shiremanstown, PA 17011. (717) 243-4209

May 2-3, 1987: First Annual Railroad Showcase, Kenan Arena, 195 Beattie Ave., Lockport, N. Y. Saturday 11 a.m. to 7 p.m., Sunday 11 a.m. to 5 p.m. One of western New York's best shows of the year! Railroadiana, model layouts and sales, rail industry, and historical displays. Admission. Adults $2, children $1. Dealer inquiries invited. SSAE to Buffalo Chapter NRHS, 4 Alabama Pl., Lockport, NY 14094.

May 3, 1987: Greater Delaware Valley Train and Railroadiana Show and Sale. Betsy Ross Convention Center, Route 130 South (between Tacony-Palmyra and Betsy Ross bridges), Pennsauken, N. J., from 9 a.m. to 4 p.m. Over 250 tables available and 20,000 square feet. Information, SSAE to Bruce Heiner, P.O. Box 240, Gibbsboro, NJ 08026. (609) 596-1630.

May 10, 1987: Third Annual National Capitol Railroadiana Show and Sale. Vienna Community Center, Vienna, Va. Growing larger each year. For dealer information write Jim Morris, P.O. Box 323, Lovettsville, VA 22080. (703) 882-3347, 7 p.m. to 9 p.m., EST.

May 17, 1987: Bloomington, Ill., Gulf, Mobile & Ohio Historical Society 12th Annual Spring Railroadiana Show and Sale. McLean County Fairgrounds, east on Illinois 9 just beyond Veterans Parkway (Business I-55). 10 a.m. to 4 p.m., free admission. Items from many railroads. Dealer space available, 200 table capacity. LSSAE for information. GM&O Historical Society, c/o R. R. Wallin, P.O. Box 1784, Springfield, IL 62705.

May 24, 1987: Sixth Annual Lone Star Railroad and Transportation Artifacts Sale. Will Rogers Memorial Center, Fort Worth, Tex. This is one of the largest railroad and transportation artifacts shows in the southwest. Over 125 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Terry Adams, 4220 Shannon Dr., Ft. Worth, TX 76116. (817) 732-2117.

June 14, 1987: Eleventh Annual Midwest Railroadiana Show & Sale. Kane County Fairgrounds, St. Charles, Ill. 10.00 a.m. to 4:00 p.m. Admission $2. Over 400 tables. Probably the largest railroadiana show in the country! Information, SSAE to Bev Birk, P.O. Box 361, West Chicago, IL 60185.

June 20-21, 1987: Akron, O., Quaker Square Train Meet. Marketplace, railroadiana, railfan events, and model layouts at restored mills, silos, and railyards of original Quaker Oats factory. Ask for dealer or visitor information: 135 S. Broadway, Akron, OH 44308. (216) 253-5970.

June 21, 1987: Tenth Anniversary Great Pacific Coast Railroadiana Show and Sale. Scottish Rite Temple, 6151 H St., Sacramento, Calif. Hours: 10 a.m. to 4 p.m. Twelve-foot tables, $30. Admission $2.50. Contact Roy Gabriel, P.O. Box 981, Sacramento, CA 95805. (916) 485-2800.

July 11-12, 1987: Eleventh Annual Mile High Railfair, Denver, Colo. Rocky Mountain area's premiere railroad show, featuring all types of railroadiana and related rail hobby items. Over 100 exhibitors including rail artists, authors, china and silver collectors, modelers, and photographers. Railfair souvenirs, movies, and door prizes all combine to make up two days of railroading in the finest tradition! For information send LSSAE to: NRHS-Railfair, P.O. Box 5181, Denver, CO 80217.

July 12, 1987: Second Annual New England Railroad and Transportation Artifacts Sale. The Eastern States Exposition Center (The Big E), The New England Building, 1305 Memorial Ave., (Route 147), West Springfield, Mass. Come to one of New England's largest railroad artifact sales. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Miller, 3106 N. Rochester St., Arlington, VA 22213. (703) 536-2954.

July 26, 1987: Eighth Annual Northeastern Ohio Railroad and Transportation Artifacts Sale. Austintown Fitch High School, Austintown, O., near Youngstown, O. Over 125 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

August 8, 1987: Galesburg, Ill., Railroadiana Show and Sale, Jumer's Continental Inn, I-74 exit 48. 9 a.m. to 3:30 p.m. Admission $2, in conjunction with National Association of Timetable Collectors Annual Convention. For information, LSSAE to Hannah, P.O. Box 1182, Galesburg, IL 61402-1182.

October 11, 1987: Second Annual Queen City Railroad and Transportation Artifacts Sale. Cincinnati National Armory, 4100 Reading Rd., (Route 42), Cincinnati, O. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

Greenberg's Great Train, Dollhouse & Toy Shows. Valley Forge Convention Center, King of Prussia, Pa., February 14-15, 1987. William Paterson College, Wayne, N. J., February 28-March 1, 1987. Shriner's Auditorium, Wilmington, Mass., March 7-8, 1987. Timonium Fairgrounds, Timonium, Md., March 21-22, 1987. Admission $4, under 12 free with an adult admission. 11 a.m. to 5 p.m., daily. Information: Greenberg Shows, Inc., Sykesville, MD 21784. (301) 795-7447.

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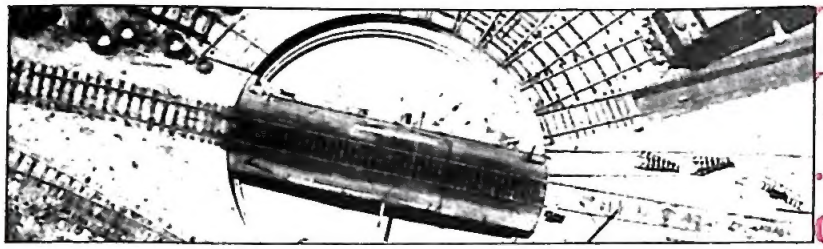

TRAINS TURNTABLE ... a page of opinion.

The Milwaukee remembered

1 WHEN TRAINS published the results of its survey of favorite railroads [page 62, July 1986], surprise was expressed over the strong showing of the Milwaukee Road. Inclusion of the erstwhile Chicago, Milwaukee, St. Paul & Pacific among the top 10 was partially attributed to its being a "slowly falling flag."

Certainly, some people were attracted to Hiawatha's railroad by that sad course of events, but there was much more to hold one's interest.

Milwaukee had diesel variety. It bought heavily from Fairbanks-Morse; units from Alco, Baldwin, Davenport, General Electric, and Whitcomb polished its rails. Of course, Electro-Motive dominated. Units ranged from 44-ton center-cabs to FP45 cowls. In post-World War II years, company shops produced a pair of streamlined diesel-express motor cars for branch-line service, and more recently they prolonged the lives of first-generation GP9's and SD7's and 9's through a Paducah-like rebuilding/upgrading program.

For several years, Coast trains, both passenger and freight, were pulled by steam, electric, and diesel power in the course of a single journey.

Six-hundred fifty-six route miles of single track beneath catenary spanning five mountain ranges proved the workability of long-distance movement of heavy trains by electricity. European and Japanese rail executives came to Montana and Washington to witness box-cabs, quills, and bipolars. Three-plus decades later, the electrification experienced a rebirth when Little Joes, then the world's most powerful motors at 5110 h.p., arrived. Eventually, lack of traffic and the gap between the trolley zones did in the juice jacks, but not until after the railroad had combined diesels with electrics and run the lash-ups from the cab of the leading motor. The original pair of box-cabs was restored to 1915 appearance and placed inside the Lake Superior Transportation Museum at Duluth, Minn.

CM&StP, and its Puget Sound subsidiary, acquired early General Electric doodlebugs, and, later on, those from Pullman-EMC. The road had no McKeens, but it did possess Locomotor *steam* cars!

The sprawling Milwaukee (Wis.) Shops pioneered in all-welded construction, bringing forth not only the sterling *Hiawathas*, but ribbed-side box cars and bay-window cabooses. These shops built many steam locomotives, finishing with a kit-bashed 4-8-4 in 1938.

For the most part, Milwaukee operated its own sleeping-car service, and those which were Pullman-operated used bedding inscribed CMStP&P. What other road boasted a limited described as the "Rolls Royce of American railroading"? Or shared with C&O the oddity of mixed-train sleeping-car service after World War II?

Its final, epic-making Atlantics were intended to operate continuously at 100 mph, and on the *Hiawatha* they did! Those Class A's were the first steam locomotives designed as streamliners, and MILW ultimately dispatched shrouded steam in four wheel arrangements. The *Hiawatha* received three completely new sets of equipment in four years—an unmatched record. The *Hiawatha* became a tribe rather than a lone warrior. In fact, streamlined coaches preceded the speedliner and were the norm on intercity CMStP&P within a short time. The entire Chicago-Milwaukee service was raised above the mile-a-minute average, with no less than 14 of the trains making the 85-mile trip in 75 minutes.

Chicago, Milwaukee & St. Paul had designed the first North American 4-6-4, though New York Central, also a favorite, constructed the prototypes and thus assured the title Hudson. But Milwaukee's ownership of those fleet race horses was exceeded only by the stables of NYC and Canadian Pacific. A CMStP&P 4-6-4 set a world speed record in 1934, and sisters regularly moved 914 miles in interdivision service between Minneapolis, Minn., and Harlowton, Mont. Later, the resplendent gray/orange/maroon/black version made possible the fastest steam run ever scheduled on this planet.

Articulateds pulled the *Olympian* across the Idaho Division before 4-8-4's arrived, and Atlantics on the *Midwest Hi* exchanged passengers with connections powered by 4-4-0's. Into the diesel era, 4-8-4's and 2-6-2's worked side-by-side, and the last steam to turn a wheel on the road was a Ten-Wheeler. When a MILW admirer talks about F3's and F7's, he means 4-6-2's and 4-6-4's, not EMD's.

CMStP&P had tunnels in Wisconsin and Indiana; a helper grade in Iowa; and floating (pontoon) crossings on the Mississippi and Missouri at four locations.

Should you want additional explanation of the Road's esteem, peruse the pages of TRAINS. Al Kalmbach took us aboard the Sturtevant Patrol [October 1941] and the *Olympian Hi* [June 1949], Editor David P. Morgan enabled us to share the excitement of 90 mph in the cab of a magnificent *Hiawatha* Hudson [June 1950], and Gary Dolzall invited us to share the caboose of an intermodal *Sprint* [April 1981]. I rest my case.—JIM SCRIBBINS.

JIM SCRIBBINS, 58, first appeared as a TRAINS *contributor in July 1953. Kalmbach Publishing Co. published his award-winning* THE HIAWATHA STORY *in 1970, and will present his next Milwaukee Road book later this year.*

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